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Vol. 127, No. 16 October 15, 1949

RAILWAY AGE

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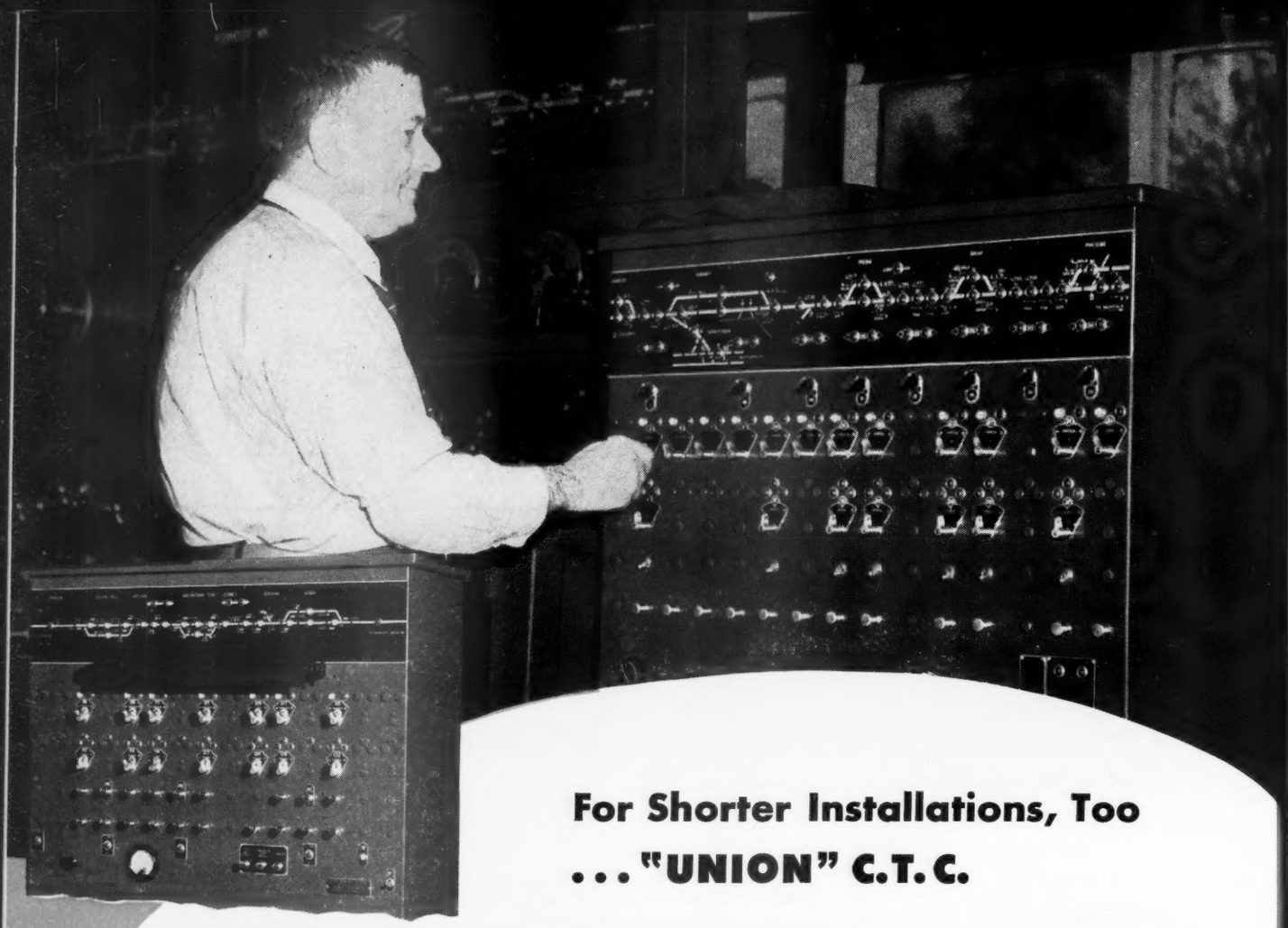

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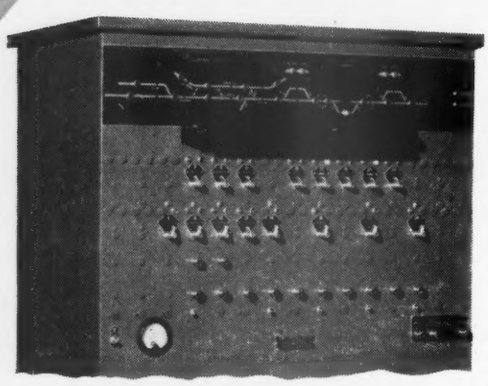

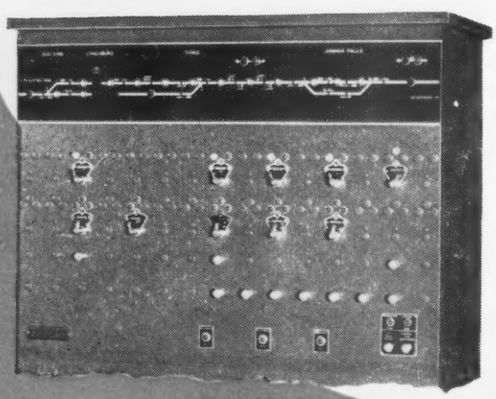

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WEEK AT A GLANCE

94,000 LAY-OFFS: Because the country's soft-coal miners jump through hoops when John Lewis barks, and steel workers play "follow-the-leader" with Mr. Murray, 94,000 railroad employees, who have nothing to gain from either the coal or steel strikes, but whose jobs depend on transportation of coal, ore or steel, are out of work as this issue goes to press. A railroad-by-railroad report—which, incidentally, covers only the major lines directly and immediately affected by one or both strikes—is in the News.

DO BUSINESSMEN REALLY WANT RAILROADS? In what was probably one of the plainest and most pointed talks ever made by a railroad executive to a non-railroad audience, Wayne A. Johnston, president of the Illinois Central, put that question to the Illinois State Chamber of Commerce at a luncheon meeting in Chicago on October 7. The verbal answer, Mr. Johnston pointed out, might be "Yes," but the actions of those shippers who use subsidized transportation, expecting the public to pay part of their freight bill through taxes, strongly indicate a negative reply. Mr. Johnston's address is abstracted on page 52.

YARD OPERATION AND THE CAR MAN: At its annual meeting in Chicago last month, the Car Department Officers' Association devoted most of two sessions to discussion of what car men can do to improve train-yard operation, provide prompt and effective inspection and minimize delays to bad order cars and lading. The committee report on this subject, and two introductory addresses by J. J. Brinkworth and J. F. Doolan, operating vice-presidents, respectively, of the New York Central and the New Haven, are all abstracted on pages 42 through 45.

ANOTHER FORM OF "FEATHERBEDDING": "Featherbedding" —a word ordinarily used to describe efforts of railroad labor organizations to create or maintain unnecessary jobs—also has other applications in the transportation field. One of the most flagrant examples—and one which is often strongly encouraged by the very shippers who most bitterly decry featherbedding by railway labor unions—is the use of highway transportation, where each employee produces 16,000 ton-miles per year, in preference to rail transportation, where the average annual production per employee is 500,000 ton-miles. This point was forcefully developed in Mr. Johnston's Chicago speech [page 52].

RETURN TO PEACETIME PATTERN: "A changeover from abnormal conditions resulting from war to peacetime relationships similar to those established prior to the war" in the movement of the nation's freight and passenger traffic is indicated in the latest "Monthly Comment," summarized on page 58, of the Interstate Commerce Commission's Bureau of Transport Economics and Statistics. While distribution of traffic among the different forms of transportation is the leading article in the month's "Comment," growth of truck revenues, railroad fuel costs, rate increases by commodities and holdings of railroad securities are also discussed.

"FACT-GATHERING": The "fact-gathering" phase of the Senate interstate and foreign commerce committee's inquiry on domestic transportation has been virtually completed, according to a statement issued on October 6 by Senator Myers of Pennsylvania, chairman of the subcommittee which is conducting the inquiry. Some of the "facts" so far developed—"evaluation" of which is now about to begin —are outlined in our News report of his statement.

A SHIPPER'S VIEW OF BRITISH NATIONALIZATION: Comparatively few comments by British shippers on the nationalization of British railways have come to the attention of observers in this country. When such a comment—especially a careful and objective one—does appear, it is worth passing on, as G. Lloyd Wilson, of the University of Pennsylvania's Wharton School, does in the article which begins on page 46.

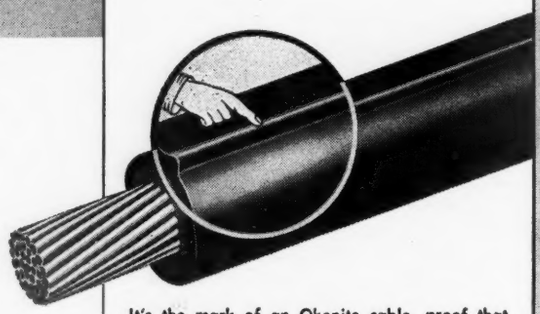
"WINNING YOUR WAY WITH PEOPLE": K. C. Ingram, assistant to president, public and employee relations, of the Southern Pacific, is the author of a recently published book by that title, on which our leading editorial is largely based. Mr. Ingram, in his book, points out that no railroad, nor the railroad industry, no matter how good its *publicity*, will have good *public relations* until practically all contacts which its employees make with the public leave an entirely pleasant impression; and that employees, before they can get along well with the public, must first learn to get along with each other. More than that, he shows, in popular language and with numerous examples, how those desirable ends can be achieved.

NEW LAUNDRY ON THE FR'SCO: A modern laundry, that incorporates the latest types of equipment and the newest mechanized methods, has been built at Springfield, Mo., by the St. Louis-San Francisco. The building, intended chiefly for use of the railroad's dining car and restaurant department, also includes a commissary for all items, except food, used by that department. It is described and illustrated in an article beginning on page 48.

VITAL QUESTIONS: A cogent and illuminating "question-and-answer" review of the railroad industry's present condition and near-future prospects, as illustrated by conditions on his own line, was presented by J. M. Symes, operating vice-president of the Pennsylvania, to the Bond Club of Philadelphia on October 6. His talk is summarized in the News section.

A CLUE TO LIFETIME CABLE VALUE

Look for this ridge and you find a reason . . .



It's the mark of an Okonite cable, proof that highest quality insulation has been applied to the conductor by Okonite's strip process. Still prominent after removal of the continuous metal vulcanizing mold, this ridge symbolizes many extra engineering features built-in to make sure Okonite outperforms ordinary cables . . . offers true economy in these days of high installation costs.

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It is a cable with a long and extensive service record. It is an Okonite-Okoprene cable with extra protection from conductor coating to sheath. It passes, in addition to a-c tests, high voltage d-c tests more severe than those required by any other manufacturer.

Into each of the four parts of this cable, extra service life is built . . . *at the conductor* (1) by a coating of Okoloy, a special corrosion-resistant lead alloy that outlasts tinning 2 to 1 . . . *about the conductor* (2) where an application of Semicon tape — on Okonite-Okoprene cables operating at over 2000 volts — eliminates internal corona cutting and increases dielectric strength.

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A Yardstick for Basic Public Relations Performance

K. C. Ingram, assistant to president (public and employee relations) of the Southern Pacific, has written, for a popular audience, a book entitled "Winning Your Way with People."* Through scores of specific examples, the book instructs the reader in the refinements of the art of getting along effectively with all kinds of people—not, that is, just those who are easy to get along with anyhow. Mr. Ingram has done a lot more, though, than produce a handy guidebook for social and commercial relations—with such a work available from a railroad source, it inevitably becomes a standard of measurement by which the effectiveness of relations among railroad people, and the relations of railroad people with the public, may be judged.

Publicity and Public Relations

In the minds of many people, "public relations" is still a synonym for publicity. The two terms are actually equivalent only in the same way that "fruit" and "apple" may be synonyms. That is to say, publicity work is one activity under the comprehensive category of public relations—the latter term being far more widely inclusive. A company or an individual might have excellent overall public relations, with very little publicity. Conversely, excellent publicity effort could appear—and has appeared—in conjunction with overall public relations which leave a great deal to be desired.

No railroad organization, nor the industry as a whole, is ever going to stand in high esteem with the public until *practically all contacts employees make with the public leave an actively pleasant impression.* Employees are not going to get along very well with the public until they first learn to get along among themselves and with their superiors. If employee contacts with the public are predominantly favorable, the organization will have an overwhelming number of friends, whether it seeks or gets any publicity or not. If these contacts are not predominantly pleasant, no amount of skill at publicity is going to go very far in giving the company a high place in general esteem. This observation is not made to belittle the important function of publicity, but only to present it in its proper perspective.

By examining in detail the methods of improving relations between people Mr. Ingram has produced a textbook which emphasizes the *primary* function of public relations activity—that function which is so much a matter of "everybody's business" that it may be overlooked. People are assumed to have learned how to get along tolerably well with each other, without special effort or instruction to this end. Some of them have done so, but most of them have not.

Mr. Ingram's book is intended for general dis-

*Published by Whittlesey House, New York, price $3.

tribution but, the fact is, so many of its illustrations are taken from the railroads and allied activities that it is especially applicable to the railroad situation. One instance tells of a ticket clerk who showed little interest at the approach of a prospective customer. If he had any word of greeting at all, it was no more than a surly, "Well?" The author had occasion to observe this fellow in a restaurant, where his treatment of his family closely paralleled that he administered to his customers. As might have been expected, his children responded to his attitude just as his customers did—with rude behavior. Churlishness begets its own likeness.

A psychologist who likewise observed this ticket clerk's behavior diagnosed his trouble—a brooding sense of inferiority, which induced him to belittle others that he might feel big by comparison. The book makes it clear enough how a chronic grouch can recognize his symptoms and take remedial measures before they wreck his life for him—incidentally doing parallel damage to his family and his employer.

The Other Person's Interests

Many other injurious traits of character are illustrated by specific examples, with curative measures suggested. It is an extraordinary man who, if he is honest with himself, will not find at least some of his own propensities cataloged in the proscribed list. Over and over again the reader is admonished to *think, act, and speak in terms of the other person's interests;* or to "seek what you want within the framework of what others want and think." When the habit is acquired of adopting this attitude in approaching other people, the major part of the effort toward achieving successful human relationships has been won. Thereafter little more remains to be done than to make a lifetime study of other people to know what their interests are, so as to adapt one's approach accordingly.

But how about people whose cooperation is beyond all hope of peaceful conquest? The author recognizes that there are persons and situations which will not yield even to the most skilfully friendly approach. In such cases, when combat is unavoidable, the only sensible course is to "attract allies by our fairness" and "move right in for the knockout." On the other hand, "if we are not sure we can put the other fellow out of commission completely and permanently, we'd better not start." There is not a great deal of practical sense in getting into a row with a fellow, if the only result is to be his survival as an enemy intent upon inflicting continuing damage to us.

Treating people with thoughtful consideration is profitable economically, too, as well as in other ways —as the author shows by a number of specific examples. In one instance a dining car waiter, by applying what he learned in a practical course of instruction in public relations, immediately increased his tips by about $50 a month. A prominent passenger traffic officer of a large railroad achieved his first step up the ladder of professional advancement when, as a young man in a subordinate job, he was thoughtfully courteous to a woman customer, who turned out to be the wife of an influential citizen with a large admixture of gratitude in his make-up. The reward, however, should not be the immediate goal, because, if it is, the conduct is not likely to be such as to win it.

There isn't anybody in railroading or any other business who would not be better at his work, and a lot better company too, for putting the precepts of the Ingram book into practice—but most people learn more from contagion than from conscious effort. To get the railroad industry to thinking and acting in such terms, there needs to be in every railroad organization a leaven of a group of people who exemplify in their conduct this far-seeing attitude toward others. An example is cited of a railroad president who helped a woman passenger by carrying her two small children up the station stairs —thereby establishing courtesy toward customers as a guiding principle on his road more effectively than he could have done by issuing a whole carload of circulars in praise of courtesy.

Whose special job is it to supply this leaven to a railroad organization? Whose definite assignment is it to originate thoughtfully considerate behavior, so it may begin its healthful radiation throughout the organization until it encompasses the general public? The head of a public relations department on a railroad has drawn upon his experience to outline a comprehensive pattern for overall improvement in basic human relations. If he or any other public relations officer had come upon a new and effective system of securing favorable publicity, there could be no doubt that his discovery would be carefully scrutinized throughout the industry with a view toward widespread emulation. It is difficult to see how, logically, his proposals for wholesale improvement in basic human relations should fail to challenge similar examination and emulation by his professional colleagues. Mr. Ingram, it may be, has done something besides the writing of an interesting and stimulating book. For the good of all of us, we hope he has.

Between 1939 and 1948, the average level of railroad wages increased 86½ per cent and materials and supplies about 117 per cent, while freight rates increased only about 44 per cent and passenger fares 25 per cent. Is that a bad record for a highly regulated and competitive industry as compared with your newspaper (thought of as a local monopoly) which, between 1939 and 1949, has increased its general advertising rates about 75 per cent and subscription rates about 80 per cent. This is not critical of your rates, it is merely to focus perspective.
—*From a letter by J. B. Hill, president of the Louisville & Nashville, in reply to an editorial in the Louisville, Ky., Courier-Journal.*

A WAR ON UNNECESSARY MAN-HOURS

Through joint efforts of manufacturers and the railroads, the stage is being set for a major attack on inefficient, or entirely unnecessary, use of man-hours in carrying out maintenance-of-way and structures work. Constantly rising wages over the years had already produced considerable effort in this direction, but this activity, to some extent at least, was in the nature of a "phony war," as many roads had temporized with machine methods for cutting costs. However, there are presently unmistakable signs that, stimulated by new high labor rates and the shorter work week—plus large programs of essential work—the tools are now being forged for a real onslaught on man-hours. Likewise, tooling is under way that will permit a determined assault on some essential phases of roadway and track work which have necessarily been neglected in the past because of the prohibitive man-hours of labor involved.

One of the most impressive of the tooling-up operations under way is that taking place in large-production, low-unit-cost ballast-cleaning machines. During recent weeks no less than three such machines—all pilot models—have been put in operation on the railroads—the Nordberg Screenex,* the Pullman-Standard Ballast Cleaner,† and the new Illinois Central Ballastmaster, built at that road's Memphis shops to plans and specifications furnished by Railway Ballast Engineers, Inc. And these machines supplement the ballast reconditioner of the Matisa Company—brought to the United States from Switzerland last year—which already during the current year has cleaned more than 25 mi. of full ballast section on the Santa Fe, and several other ballast cleaners and ballast cleaning services that have been available for some time.

Second only to these developments in ballast cleaners—if indeed second—are the recent developments in cribbing machines, to remove foul ballast from the tie cribs, and in mass-production power tie-tamping machines for out-of-face track surfacing—developments that are still continuing. Other machine developments under way indicate further strides toward reducing the excessive man-hours presently involved in making tie renewals—which could open up a field for huge economies that heretofore has barely been scratched.

Truly, the stage is being set for a genuine offensive against unnecessary man-hours—a mechanized war that would not only bring increased efficiency to the execution of many classes of track work, as such, but which assuredly would still further reduce labor requirements through the improved, more stabilized track structure resulting. It behooves the railroads to lend every aid to the manufacturers in this effort—as it affects all classes of roadway and structures work—and then to make maximum use of these developments.

*Described in the September 3 issue, page 50.
†Described in the August 27 issue, page 37.

PROOF THAT POOR COAL COSTS MORE

The saving in money and the improvement in operation attainable by using good coal is something that no longer need be discussed only from a theoretical standpoint. Sufficient data are now available from several roads to show beyond any doubt that sized and washed coal not only improves steam locomotive operation and availability, but brings lowered fuel costs.

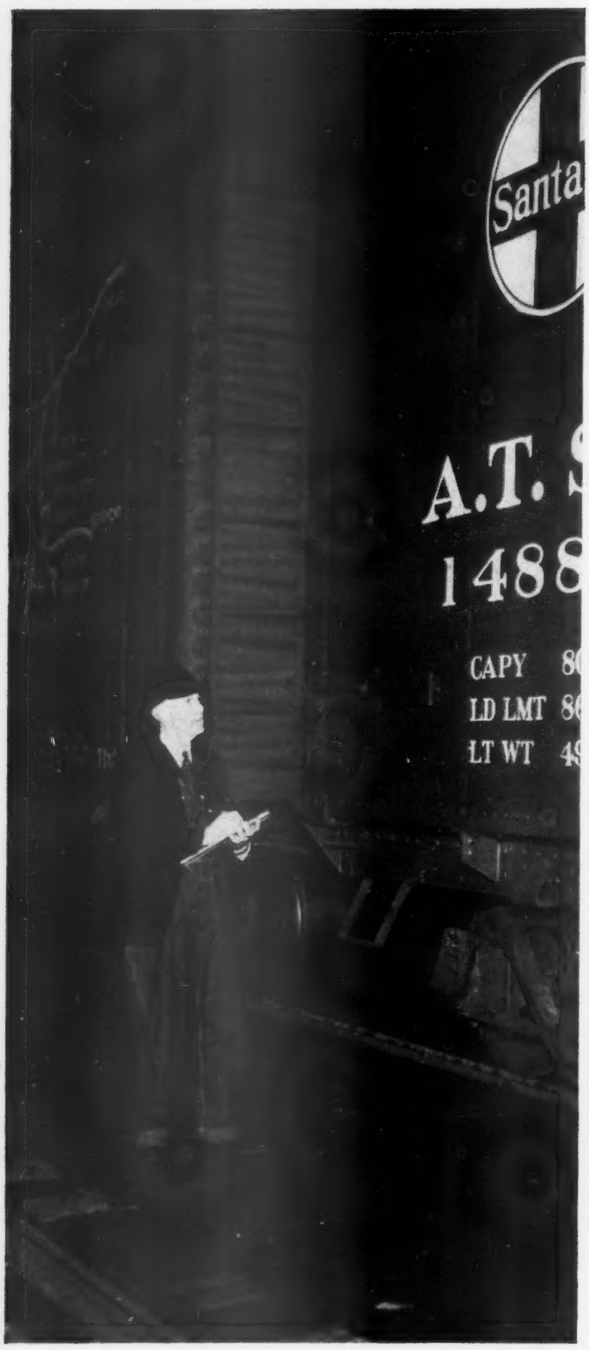
Tests recently conducted on the Louisville & Nashville indicate that the use of sized coal saved 10.85 per cent on the coal bill. The acquisition of modern, efficient 2-8-4's in combination with the better coal has saved the L. & N. over a million dollars a year in fuel alone. The better coal was shown by actual test to increase the boiler evaporation by 15 per cent. It eliminated stopped-up flues and slagged flue sheets, and reduced drastically the clinkering of fires. It is an important factor in shortening the average turning time for mechanical servicing on modern L. & N. coal-burning steam power to 1½ hours at the end of heavy coal-train runs up to 276 miles in length.

The use of 2½-in. by 1¼-in. coal on the Norfolk & Western showed a reduction in consumption per 1,000 gross ton-miles of 13½ per cent as compared to 2 in. by 0 in. coal. With the double-screened prepared coal the consumption per 1,000 gross ton-miles with a tonnage coal train was about 40 lb., which is substantially less than half the national average. It is difficult to visualize the reality of the almost legendary performance of the N. & W. if poor coal were burned on that road. It does not seem likely, particularly because of a recent survey which showed that nearly 19 per cent of the total train delays in freight service, and over 24 per cent in passenger service, were due to unsuitable coal.

Positive evidence accumulated over the past few years proves beyond doubt that good coal is far more economical than mine run. The examples noted above are merely typical of many. They are sufficient, however, to show that—despite a slightly greater cost per ton for washed and sized coal—overall fuel costs will be lower. Operation will be improved and availability increased because flues and flue sheets will remain clean, and fire clinkering will be lessened. These benefits in turn will provide the highly important secondary advantage of making it easier to live up to the increasing number and severity of smoke-abatement ordinances.

Yard Operation and the Car Man

The important function of car men in train-yard operation is stressed by executives at the car officers' meeting



At the Coordinated Mechanical Association's annual meeting in Chicago, September 19 to 22, inclusive, car men represented in the Car Department Officers' Association devoted the greater part of two sessions to a discussion of their function in train-yard operation and what they can do to improve conditions, provide prompt and effective inspection and minimize delays to bad-order cars and lading.

The committee report on this subject was introduced by addresses by two railway executives, J. J. Brinkworth, operating vice-president of the New York Central at Chicago, and J. F. Doolan, operating vice-president of the New York, New Haven & Hartford, both of whom stressed the importance of car work, and the need for more careful inspection and provision of time enough to do a good job in preparing cars for movement on rails. Brief abstracts of these two addresses and the committee report follow.

A CHALLENGE TO CAR SUPERVISORS

BY J. J. BRINKWORTH
Operating Vice-President
New York Central, Chicago

Let us visit any busy passenger-car yard where car inspection, servicing and repair work have a vital influence on safety. Without careful, competent car men to look after many details at this point, present safety records could not be approached.

Journal lubrication is still a problem and further efforts must be made to reduce hot boxes and improve hot-box alarm devices which do not yet give full protection. Judging by vociferous complaints, passengers think there is nothing worse than an air-conditioning failure, and all air-conditioning equipment should be double-checked at initial terminals. Electrical failures of all kinds are disturbing and further efforts are required to assure adequate heating of long trains under adverse climatic conditions.

Why do passenger trains break in two? We have too many train partings and this gives car men some explaining to do. The night foreman has an important job which must be done under difficult conditions. Superintendents complain if trains are held, day or night, but it is better to delay a train than to fail to correct serious defects.

There are a surprisingly small number of accidents in passenger-train service caused by defective equipment, in spite of tight schedules and high speeds, but

an attempt must be made to stop all accidents before they occur.

One thing which railroads badly need, and we hope manufacturers will some day supply, is a car wheel which will not slide flat in emergency brake applications.

In freight service, schedules have also been greatly speeded up to meet competition, throwing added responsibility on car inspectors. They must be given the full protection of blue-flag rules and helped in every way to do their work thoroughly.

We are having a lot of hot boxes in freight service, resulting in cars cut out en route and burned-off journals causing accidents. Waste grabs are discovered after humping car. Brake beams drop and many other defects develop. This raises the question if we have proper inspection. Car men say we don't give them time enough. One way or another, means must be found to supply fit cars for the loads offered, avoid delays in transit and reduce present staggering claim payments.

Relatively few complaints have been received from the public since institution of the 40-hr. week on September 1. Car supervisors cannot avoid some additional labor cost for inspection on Saturdays and Sundays, but this can and must be minimized. In other words, let's have men where needed, but be sure they are needed.

The war ended in 1945, but still there is no peace. Contrary to expectations, no slump materialized in 1946, '47 and '48, and railroad traffic remained at high levels. Record amounts of new equipment were installed in 1948, but at the end of the year railroads had less equipment than in 1943, owing to heavy retirements.

Many railroads will end the year 1949 in the red. Why? One of the reasons is the loss of both freight and passenger business to competing trucks, buses and airplanes. What can be done about it? Railroads don't want subsidies for themselves or their competitors. All they ask is a chance to get and hold traffic which it is fairly proved can be handled more effectively and economically by rail than by any other means of transportation.

OPERATING AND MECHANICAL FORCES MUST COOPERATE

BY J. F. DOOLAN
Vice-President, Operations
New York, New Haven & Hartford

Contrary to conditions formerly existing, we hope that, today, every operating man knows there must be the closest and most efficient cooperation with mechanical maintenance forces. The mutual interests of these two groups of men must be recognized. A yard crew that cannot be bothered to space cars on the bad-order track, will switch out "set backs" that could have been repaired in the time wasted to bar the cars apart. Cars not being separated could be the cause of failure of draft gears at some future time. Delays in switching such shop tracks react upon the yard operations as much, if not more, than upon the repair forces. Tough winters augment the difficulties of both departments.

Of paramount importance is safety. Car-department employees must perform their work out in the field, on repair tracks where they are protected by blue signals and their own private locks, but also on active tracks in yards and stations where precautions must be instituted and complied with. Too many tragedies have occurred through failure to protect by the blue signal and to have the understanding necessary for personal safety. Taking a chance that cars will not move has brought sorrow to many an individual and home.

Responsibility for safety appliances on cars can best be appreciated by those of us who have climbed over thousands of cars, in all kinds of weather and the conditions which exist in practically every railroad yard and industrial switching area. I am sure that everyone concerned feels that, in this phase of his job, he is his brother's keeper.

The necessity for proper maintenance is well appreciated in the speeding passenger train and in the long freight train, with its open-top loads of piling, lumber, steel, machinery, transformers, military equipment and other heavy lading. One hot box can delay an important train, result in claims for failure to make market delivery on perishable freight, and cause delays to other trains. One make of anti-waste-roll-edge journal box, which we have on 500 box cars, has been in service two years with no hot box reports and practically no waste adjustment necessary. One thousand New Haven gondola cars are being equipped with loading band anchors for better security of lading and to avoid damage to the car. Four hundred and ten box cars have side door protection and loading posts, to keep the lading away from doors.

Under present day costs it is more necessary than ever before that the highest possible efficiency obtain in shops, repair tracks and servicing locations. Out-of-service time, particularly for expensive passenger equipment and for loaded freight cars, must be avoided to assure the retention of this business as well as to avoid delays on the road.

Increased costs due to the 40-hour week require that economies be sought everywhere possible in order to avoid deferment of improvements to equipment and plant. Obviously we must depend upon supervisory forces and qualified employees to produce results in facilities and equipment designed and used to meet mounting costs. Railroad employment, purchases, taxes, etc., represent stories that may have been repeated many times and may be monotonous to some, but will be worthy of repetition, nevertheless.

[Mr. Doolan concluded his paper with a clear-cut outline of the effect of subsidized competition by highway, air and water on railway service and employment. He cited the unfortunate results of nationalization of railways in Great Britain and urged car men, as well as all other railway supervisors and employees, to unite in securing more general appreciation of the urgency of present railway problems and the necessity of reaching a sound solution in the national interest.—EDITOR]

HOW TO IMPROVE TRAIN-YARD OPERATION

The committee's report made these points:

In order to have efficient train-yard operation, it is necessary that operating and mechanical forces cooperate. It is not economy to have operating people call a train crew before trains are ready and inspec-

tion completed. Such conditions often result in the yardmaster calling for release of a train before proper inspection has been completed.

It is important that a sufficient number of inspectors be assigned to each train to prevent any undue delays in inspection, and to keep the fast trains moving through terminals without delay. This can be accomplished by having advance information of the arrival time of train, track locations, etc., and by the working of trains by two teams of inspectors from both head-end and rear-end.

Also important is the prompt reporting of defective cars which must be switched out for repair track movement. And along this line, the repairs in train yards of such defects as can be consistently handled will assist in the expeditious movement of trains.

Safety in Yards

Of paramount importance is the question of safety. Train yards are dangerous places, and each employee should at all times be on the alert to prevent injury to himself and to assist in every way so others will not be injured. This involves the proper use of protection blue flags or blue lights during inspection and yard repairs.

Proper protection should be arranged at both ends of each train before the inspection forces start their work. Also, it should be definitely known that all inspection forces are clear before removal of the blue flags or lights.

Car brakes are cut out when necessary to make brake adjustments or put on brake shoes, etc. Supplies which may be distributed throughout the yard are properly placed to avoid stumbling hazards, and all of the little things that go to reduce accidents. The supervisor has a big role in this subject. He should see the overall as well as the little details and constantly be instilling in the minds of his forces the importance of safety.

Carelessness in this respect is going to cost plenty of money. Accidents are not only painful physically, but also financially to both the injured man and to the railroad. It all comes out of the one pocket of earnings, and outlays like this reflect unfavorably on the balance sheet; perhaps they may cause some red ink to appear on the annual statement.

Education

What are supervisors doing about education of forces? Are there new men without much experience or old men with set ideas? Are they being kept up-to date on the new A.A.R. rules, both the interchange code and loading rules?

Do you review with the inspectors cases of road failures and delays so they are acquainted with the results of such cases? Also, when inspection forces make a particularly good find of a crippled car, which in all probabilities would have resulted in a bad accident, are you quick to compliment the inspector who found this condition?

What happens to the instructions and information sent out from the general office? Does it reach men for whom it is intended, or does it go into a desk drawer somewhere along the line to gather dust, never reaching the man on the inspection line?

Education of yard inspection forces pays dividends in the form of better inspections, and less road failures and delays, which is what we are all seeking. This matter is approached in various ways. Some roads send out questionnaires on a weekly or monthly basis on various subjects such as U. S. safety rules, A.A.R. interchange rules, loading rules, tank-car rules, and air-brake rules.

The employee is requested to answer in writing and the answers are checked by the local heads of the department. Where some individuals seem to require additional help it is provided by personal contact. The thought back of this method is to get the inspector to look in the various rule books issued to him, and discuss them with his fellow employees, thereby gaining a better knowledge of the entire inspection requirements. A man versed in the proper application of the various rules can save money for his road and that is the bull's-eye at which we are all aiming these days.

While all of the foregoing may be considered as supplemental to the actual inspection and servicing of trains for road-haul movement, the committee feels that an earnest examination of the subject would result in satisfactory returns.

Inspection for Road Movement

The proper inspection of trains in freight yards is important. Vast sums of money are represented in the consist and the contents of a train, and failure to detect bad-order equipment which may fail en route, causing accidents or derailments, is often extremely costly.

The condition of any train put out from a freight terminal may involve other trains. We have all noted reports of freight-train failures causing other trains on adjacent tracks to become involved, and passenger trains containing hundreds of people are always a matter of great concern, not to mention the expensive postwar-design passenger cars.

The question of inbound versus outbound inspection is one that can only be answered by individual operating conditions.

It is desirable to make an inbound inspection, to check air brake piston travel, overheating journals and other defective conditions in order to cut out for shop track movement such cars as require that attention.

To be considered, of course, are the economies of double inspections, also the delay which will be occasioned by the operating forces waiting to switch the train and the fact that another inspection will be required after humping and classified switching has been done and cars reassembled for outbound movement.

Of course, fast, through trains should be inspected and turned over to the operating forces as soon as they arrive in the yard.

Outbound inspection is considered the economical approach to the matter and it takes care of all defects which may have been caused during the humping or switching, and it is at this point that careful lubrication inspection should be made.

It is understood of course that interchange points call for inbound inspection as a matter of protection to the receiving road, but in many cases that can also be handled by an outbound inspection only, when such

arrangements are made with delivering roads, especially where reciprocal arrangements can be made.

[The report here included an extensive and rather detailed discussion of fundamentals of air-brake inspection, lubrication inspection, trucks and other car parts. —Editor]

Cars for Commodity Loading

To say that the proper selection of cars and the carding to indicate suitability for various commodity loading is not of prime importance would indeed be a misstatement. Here, inspection forces meet the shipper. If cars selected are suitable, they make the shipper happy, reduce claims, and prevent delays by avoiding cut-outs. The car really earns some revenue.

If improper selection and carding is done, cars may be rejected by the shipper when placed for loading, with additional costly switching, or perhaps damage to expensive merchandise en route.

In this day of mechanical loading devices, much attention and good judgment must be used in selecting cars with good floor supports to sustain the heavy concentrated load of these devices. Improvement in car floors must be made to meet this condition, but in the meantime we must do the best we can with what we have available.

There are many other phases of yard inspections, such as clearances, both overhead and third rail, roof and running board, side door inspection, and other details. You have been requested from time to time by the A.A.R. to report to originating roads such cases of defective equipment which have been loaded and which are delayed and transferred on your line, and we believe that proper adherence to this suggestion would bring about an improvement.

Billing for Repairs

Are inspectors, especially the new men, properly instructed in the methods and rules covering the billing of repairs made to foreign cars? It is well known, as a result of inspections by the Mechanical Inspection Department, A.A.R., that many times repairs are improperly billed. Considerable sums of money will be lost either to the repairing line or the car owner if inspectors do not perform this work properly. This subject, of course, fits in with that previously mentioned, education—and to be properly protected along this line, inspectors must be educated.

Improving Facilities

At many points the railroads are confronted with yards designed for short trains, requiring doubling to assemble, and many other equally inconvenient operations. We all probably will have to get along with these yards as they are except where new installations are made.

We can however give some thought to improvements to the present arrangements. Some roads have installed pits for underneath inspection as well as platforms for overhead inspection while cars are in motion. Better yard lighting has been installed; communication systems have been improved.

Electric-eye installations detect cars and loads extending beyond clearance lines; improved lights help inspectors and oilers; proper distribution of material in train departure yards reduces the time required for securing small parts for repairs. Improved air lines have improved the charging of train lines. Each road has its own individual condition and each yard is in itself different from the others.

It is not a case of an individual carrying the load, it is team work that counts, team work between all departments. We should all work for the same purpose and that is to increase efficiency, improve performance, and reduce expenses, without forfeiting safety of operation.

(The report was signed by Chairman G. J. Flanagan, general car inspector, N.Y.C., New York; C. F. Davidson, general inspector, car department, St. Louis-San Francisco, Springfield, Mo.; L. E. Hilsabeck, superintendent car department, Chicago Great Western, Oelwein, Iowa; G. D. Minter, division car inspector, Norfolk & Western, Portsmouth, Ohio; J. F. Swafford, car supervisor, Washington Terminal Company, Washington, D. C.; and C. E. Dyer, terminal supervisor car maintenance, Chicago & North Western, Proviso, Ill.)

PASSENGER MEN DO A LITTLE PUBLIC RELATIONS WORK — Several members of the American Association of Railroad Ticket Agents, en route to the organization's recent annual meeting at Seattle, Wash., stopped off at Vancouver, B. C., long enough to present to the mayor of that city a trainman's lantern. Mayor Charles E. Thompson is here shown receiving the lantern from George L. Bryson, passenger traffic manager of the Grand Trunk Western — Canadian National at Chicago. The group includes (left to right): S. M. Greene, C. N. general passenger agent at Vancouver; Mayor Thompson; Walter M. Holmes, traveling passenger agent of the Southern Pacific at Chicago; J. R. Brennan, assistant passenger traffic manager of the Chicago & North Western, Chicago; Mr. Bryson; J. T. Leze, general agent of the Missouri Pacific, New Orleans, La.; and R. H. Gauker, division passenger agent of the Seaboard Air Line, Washington, D. C.

TRANSPORT NATIONALIZATION— As Viewed by a British Shipper

By G. LLOYD WILSON
Chairman, Transportation and Utilities Department
Wharton School of Finance and Commerce
University of Pennsylvania

Relatively few comments by British shippers or traders on the nationalization of transport either during the consideration of the Transport Bill in Parliament or since the passage of the Transport Act reach the attention of American observers. When one does appear it is well worth passing along.

A recent comment that is significant, because of the standing of the shipper and the careful and objective nature of his comments, is that of A. G. Marsden, a member of the British Institute of Transport, and transport adviser of Lever Brothers and Unilever, one of the largest industries in Great Britain. He gives the impression of restraint in the attempt to be fair and objective. He states that the period of time, a little over a year, since the effective date of the Transport Act, is too short a period to accomplish a "properly integrated system of public inland transport" which the British Transport Commission is charged to achieve by the Transport Act. The Executives for Railways, Road Transport, Docks and Canals, and Hotels have been set up and are establishing their staffs and regional organizations and the reorganization necessary to bring the many enterprises under one management is progressing.

Nationalization and the Shipper

The British shipper realizes that with the passage of the Transport Act "the whole transport world he knew in the past has changed fundamentally and nothing can alter this bare fact." A new transport world, unknown and uncharted, and a new transport machine are being developed before his eyes. "Yet, up till now, out of this fundamental upheaval, the average industrialist has felt little or no actual change in his day-to-day relationships with transport. What's to come is still unsure."

He stresses the complementary relationship between industry and transport, which is not a primary industry but a provider of services. Compulsory coordination by a public monopoly cannot satisfactorily achieve the coordination necessary to serve the best interests of users and providers of the services of transport, because of this complementary relationship. He quotes Roland Bird, an economist, in reminding the users of transport services aptly that "benevolence is not normally a characteristic of monopoly."

Motor Vehicle Operation

There has so far been no interference on the part of the government with the right of shippers to operate their own transportation facilities on the roads or on the inland waterways. The relatively large number of motor vehicles operated by industries for the transportation of their own goods under "C licenses" do not, in Mr. Marsden's opinion, represent a flight of vehicles to this category in order to avoid their nationalization. Two-thirds of these road vehicles are of small size (3,000 lb. unladen weight or under). The great majority of these vehicles are operated in retail delivery, local distribution or special services. The balance, engaged in longer distance road transport services, he regards not as a menace but as healthy competitors of the government road transport organization. "There is much to be said in favor of the healthy stimulus of a little competition to the best of nationalized services." He favors the liberal extension of the "Contract A" licenses by the Road Transport Executive in order to fill the need of shippers for specialized contract carrier services with flexible services and charges properly related to the cost of the services.

Mr. Marsden suggests the immediate and thorough overhauling of port facilities and services and the installation of mechanical cargo and goods handling facilities at the ports. He urges the development of smaller ports better to accommodate the flow of traffic and avoid congestion.

Integration and Rates

He comments, as have so many other observers, that the nationalization of transport is being managed by men of experience and good reputation in transport under private ownership and operation or in public administration. The two major tasks ahead of the commission are integration and the development of a system of transportation rates or charges. The former is proceeding with caution and discretion, he believes, and the latter has not received much consideration. Within two years after the effective date of the act, that is by January 1, 1950, a comprehensive scheme of rates and charges must be submitted by the British Transport Commission to the Transport Tribunal.

He suggests that "the proper integration (of transport) should not mean that any form should be restricted for the benefit of any other form or forms of transport, that nothing should be done to prevent each form developing its natural advantages and inherent possibilities so that industry and the traveling public may benefit from improvements in service and cost, and that each form should be allowed to make its special contribution and be encouraged to progress on the merits of its own efficiency.

"There can be no justification in restricting ways of doing a thing cheaper in order to maintain in existence ways of doing it dearer. There is a danger that integration, under a government monopoly, unless carefully safeguarded, will produce this result."

Much Reorganization Required

Mr. Marsden cautions the board and executives that "much reorganization of each form of transport will be required before any degree of general integration can be conceived." He counsels caution also in proceeding with the development of a scheme of charges for transportation services. "Deep consideration, as well as understanding, of the many and conflicting factors involved in the preparation of a national charges scheme is essential before it can be built up with any certainty."

He suggests that before any new rate structure or structures can be devised it will be necessary to settle the question as to whether the railways should base their rates on what the traffic will bear or what it costs to perform a particular transportation service. He recommends particularly that in the future rate structure greater consideration should be given to what he calls the "loadability" of the goods. By this he means that the rates upon goods should vary inversely with the quantity of the goods that can be loaded into cars or other transport vehicles.

He states that no pressure will be exerted upon the British Transport Commission or executives by industries for precipitate action. On the contrary the influence of the industries of Great Britain will be exerted on the side of counseling caution in approaching the difficult interrelated tasks of building the national transport system under nationalization.

Referring briefly to the British Railways' large operating losses in the first year of nationalized operation in 1948, he concludes that the strategic essentiality of the railroads requires that they be efficiently maintained. If the entire cost cannot be borne by industries and travelers from revenues derived from rates and fares, the rest of the costs must be derived from public subsidies derived ultimately from taxation. Before this alternative is adopted he suggests that the railways be relieved of a portion of the financial burden of their overhead, and suggests, to achieve this objective, the scaling down of their capital structures.

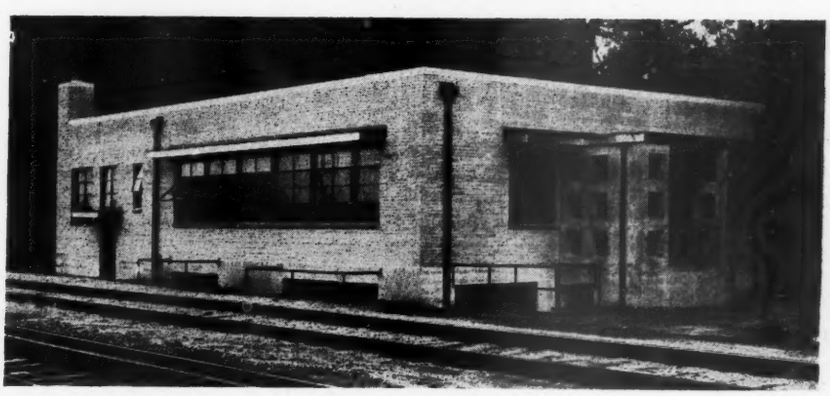
One of the most important things in transportation to the shipper is his freedom of choice as to the type of transport he wishes to use. Mr. Marsden cautions the commission that if it should attempt to influence traffic into the most economical channel of transportation by means of a rate structure, both the factors of cost and convenience should be considered. "Assuming convenient and satisfactory service, the cost of performing the job by whichever form of transport should surely be the basis of the charge. Once this principle is departed from and something in the nature of a 'scientific' rate structure devised in the cause of wider interests or some overall conception of transport as a whole—a conception which may vary according to its author or authors—then I fear trouble is inevitable.

"Changing national circumstances may well cause such a structure to be amended from time to time to meet new conditions until all original relationship between the cost and the job is lost to view. That, surely, cannot be a sound state of affairs."

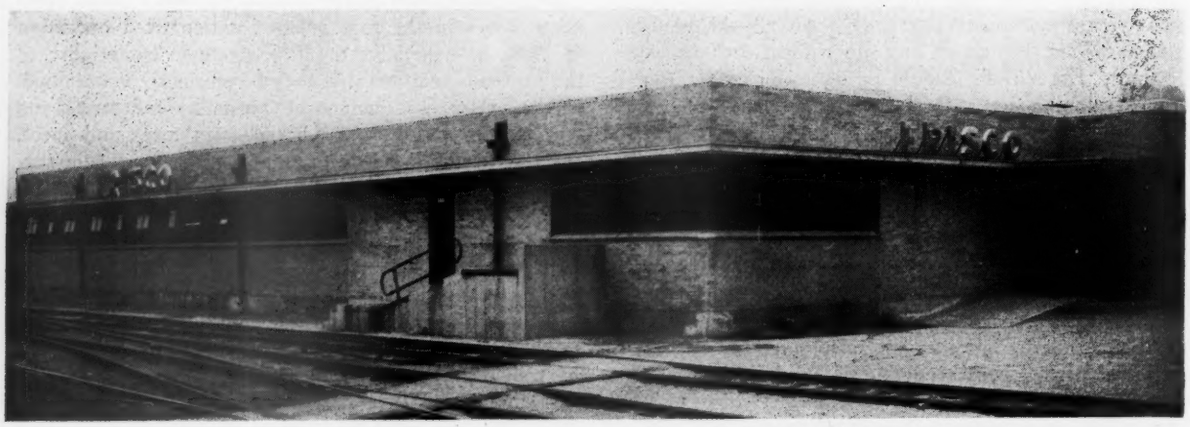
He suggests, it is interesting to note, that, in working out the scheme of rates, the British Transport Commission gave consideration, among other things, to the possible value to shippers of in-transit rates such as those in use in the United States.

He concludes by stating:

"It is a comparatively easy matter to talk about (national transport organization and its problems) but difficult for those who have assumed the responsibility for administering this great undertaking to make wise and far-reaching decisions at this early and formative period of what is undoubtedly a new transport era for Britain."



This new modern terminal yard office of the St. Louis-San Francisco was recently opened at Lindenwood yards, St. Louis, Mo. The building has quarters for the superintendent of terminals and his force, offices for the special agent and the claim agent, and an assembly room which will accommodate approximately 75 persons. It has been furnished throughout with new furniture



The laundry is housed in this attractive building situated directly across the tracks from the road's passenger station at Springfield

THE FRISCO BUILDS A MODERN LAUNDRY

Savings and other advantages are being realized from a facility constructed primarily for the use of the dining-car department

Anyone searching for the latest in modern mechanized laundries need look no farther than the facility that the St. Louis-San Francisco recently constructed at Springfield, Mo., for the use of its dining car and restaurant department. Here, with characteristic railroad thoroughness, the Frisco has provided, in a new attractive building, a modern laundry that incorporates the latest types of equipment for washing, drying, ironing and pressing linens, uniforms and other articles. Included in the same building is a commissary for storing and handling chinaware, silverware, stationery, menus, cigars, bottled goods and other items, except food, used by the dining car department.

Proving Its Worth

Formerly all laundering of dining-car items on the Frisco was done by outside firms at widely scattered points on the road, including St. Louis, Mo., Tulsa, Okla., Memphis, Tenn., Birmingham, Ala., Monett, Mo., and other locations. It was reasoned that by establishing a railroad-owned laundry to serve the entire system the road would not only realize substantial savings in the cost of doing the work, but also that other important benefits would be forthcoming, such as better work, closer control over quality and less damage to the laundered items. Several months' experience with the new laundry has shown that the expectations on these various points were more than justified.

The new building is located directly across the tracks at Springfield from the company's passenger station, and because of its attractive appearance is a definite asset to the station grounds. It is a single-story building, 52 ft. 6 in. wide and 117 ft. 5 in. long, with the long dimension extending parallel with the tracks in an east-west direction. The building interior is divided by a partition into two equal parts, which are connected by an automatic fire door. The westerly half contains the laundry, and at this end of the structure there is a door which opens on a small concrete dock, with a ramp to the ground level, for receiving bundles of soiled articles. The easterly half of the building is occupied principally by the commissary, and at this end there is also a small outside shipping dock and ramp. So linens and other articles may be transferred directly to and from dining cars, a siding was placed along the south, or track, side of the building, and on this side there is a small car-floor-level platform adjacent to a door that opens into the commissary.

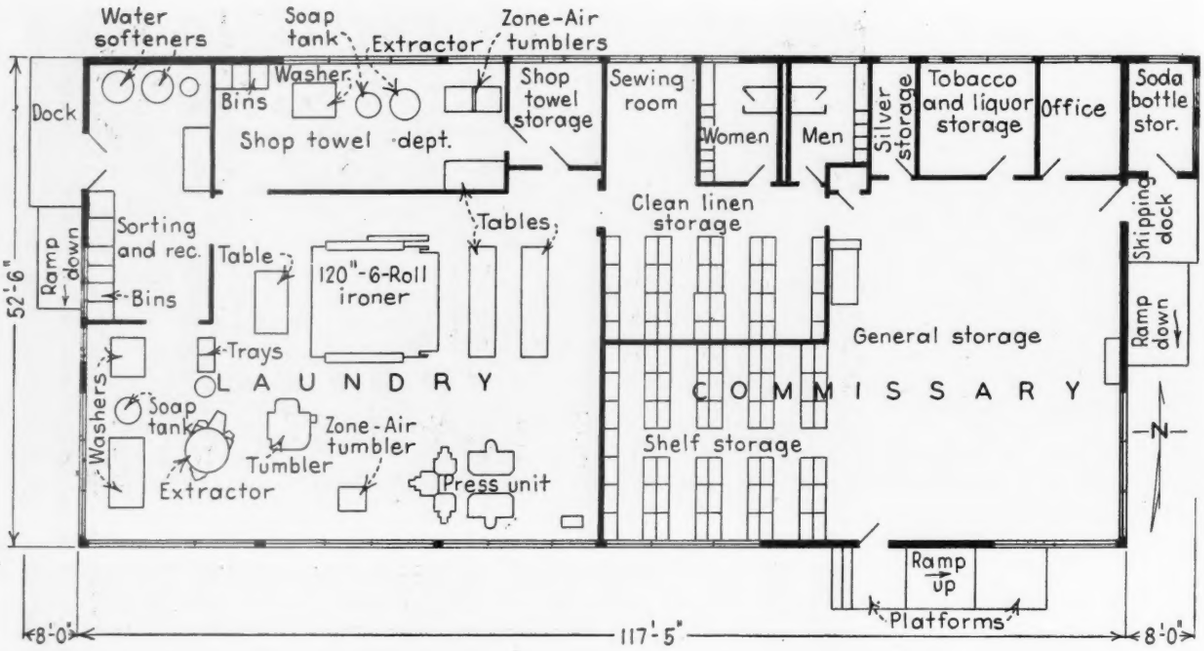
A Modern Structure

The new building features low, horizontal lines, and its construction consists of concrete foundations and floors, exterior walls of buff-colored brick, and an insulated composition roof on a deck of protected metal. Interior walls and partitions are of buff-colored, smooth-faced structural tile coated with a clear plastic paint, thereby obtaining the appearance of glazed tile at much less cost. Enhancing the architectural features of the building exterior are the practically continuous bands of windows in the side and end walls. To permit the win-

Equipment in the main laundry includes two cylindrical washers (left and right background) and, in the foreground, a 48-in. extractor

All flat articles are ironed on this six-roll, 120-in. ironer

Wearing apparel is pressed on five pressing machines which are operated in rotation by one employee



dows to be opened in rainy weather they are protected by cantilever visors trimmed with stainless steel.

Actually the new building houses two laundries. The larger one handles such articles as tablecloths, napkins, kitchen towels, and waiters' uniforms, all from dining cars; linens from the restaurant that the road operates in the Springfield station; head rests from passenger coaches; sheets, blankets and pillow cases from dormitory cars operated in connection with dining cars; and bed and table linens from business cars. The other laundry, much the smaller of the two, is designed solely for laundering cotton wiping rags and towels used by the mechanical department. Formerly such rags were obtained on a rental basis, but under the present setup they are purchased by the railroad and issued to the various shops on requisition to the stores department. After being laundered the rags are returned to the stores department for redistribution as required.

The Equipment and Procedure

Soiled pieces to be laundered are brought into a receiving room in the west end of the building where they are sorted and placed in wood bins. Also located in this room are two zeolite water softeners, each with a daily capacity of 9,000 gal. From this room everything except shop rags goes into the main laundry. Here they are washed, blued and rinsed in one of two cylindrical washing machines of monel metal, which were manufactured by the American Laundry Machinery Company. One of these is 42 in. by 36 in. in size and has a capacity of 150 lb. (dry weight), while the other is a 42-in. by 84-in. unit with a capacity of 350 lb. When it comes from the washing machines, the damp laundry is placed in a 48-in. open-top extractor having a capacity of 150 lb. In this unit, which rotates at a speed of 750 r.p.m., about 50 per cent of the moisture is removed by centrifugal force.

After being taken from the extractor the damp flat goods are placed in a 28-in. Purkett drying tumbler which loosens the laundry into separate pieces for further handling, removes wrinkles, effects further drying by jets of heated air, and generally conditions the items for ironing. The flat pieces are then ironed by an American six-roll ironer, 120 in. wide, which has a capacity of 300 to 500 lb. per hr.

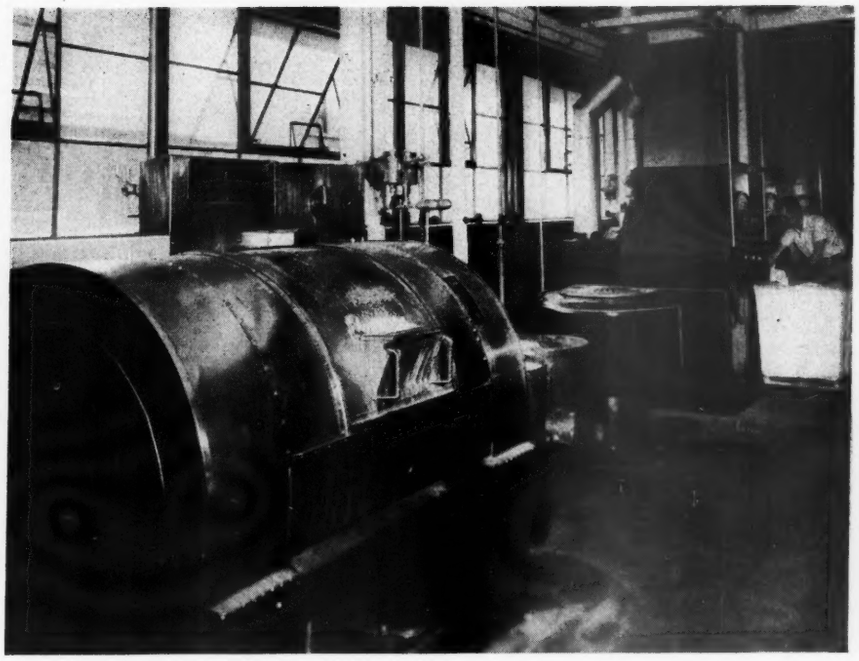
How Wearing Apparel Is Handled

Wearing apparel follows a different course after it comes from the washing machines. These pieces go into a 36-in. by 30-in. American Zone-Air drying tumbler having a dry-weight capacity of 40 lb. In this unit the pieces are partially dried, loosened from each other and otherwise prepared for pressing. The latter operation is performed at a five-unit station consisting of three Model 55 American Super-Zarmoette air-driven pressers and two Model 55 units of the same type, all of which are operated by push buttons so arranged that it is impossible for the operator's hand to be caught in a machine. All five of the pressing units are operated by the same person who moves from one to the other in rotation, leaving a garment in each machine while she makes the circuit of the others. The equipment at the pressing station includes a Leef Brothers sleever, by which the sleeves of jackets are pressed in such a manner that the two sides do not stick together. For applying finishing touches to wearing apparel a Cissell steam ironing board is provided.

After finishing, the linens are taken to a storage room in the commissary portion of the structure where they are kept along with new linens obtained for replacement purposes. If the laundered articles should need mending, this is done by a steamstress, using a Singer sewing machine, after which the repaired pieces are sent back to the laundry for reprocessing.

Equipment for laundering shop wiping rags and towels is in a separate room adjoining the main laun-

Facing page—One-half of the building is occupied by the laundries and the other half by the commissary and other facilities



Right—Shop wiping rags and towels are processed in a separate laundry equipped with a washer, an extractor and two tumblers

dry. This equipment includes a 42-in. by 36-in. cylindrical washing machine similar to one of those in the main room, a 30-in. American extractor with a capacity of 85 lb., and two 36-in. by 30-in. American Zone-Air tumblers. Special detergents are used to assure proper cleaning of the shop rags. Hot water for all requirements in both laundries is supplied by a Pick water heater in which cold water and live steam from the road's central heating plant are blended to obtain water of the proper temperature.

The working force in the laundry consist of two men and seven women. With this force working eight hours daily the laundry is now processing about 150,000 pieces a month. It is estimated that the present output could be doubled if operations were to be stepped up to full capacity.

Facilities in the commissary portion of the building, in addition to the storage room for clean linens and the sewing room, include a room for storing silver, another for tobacco and liquors, an office, and an open space for general storage purposes, which includes a large alcove containing shelves and lockers for storing china, stationery and menus. All the shelving and lockers are of steel. A small lean-to at the east end of the building is used for the storage of empty soda bottles. The force assigned to the commissary consists of a storekeeper, an assistant storekeeper, a seamstress and a porter.

Modern wash-room facilities for all employees of the building, including showers and lockers, are provided in the commissary. The entire building is heated by Trane unit heaters, and for ventilation in the laundry there is a 48-in. fan in the roof, which is capable of effecting a complete change of air every two minutes.

The laundry and commissary are operated under the general direction of O. T. Hall, superintendent of the road's dining car and eating house department, and under the direct supervision of C. B. Anderson, assistant superintendent of that department, both with headquarters at Springfield. Design and construction of the building were under the general direction of H. B. Barry, chief engineer, with headquarters also at Springfield.

A British Editor Is Irked By What He Calls

"OLDE ENGLYSHE RAILWAYES"

"Tavern cars," says Country Life (London) "are among the enterprises designed to popularize British Railways, and are to be attached to the principal expresses. The cars, equipped with bars for snacks and drinks, might have been designed by a satirist, since the interior is decorated—presumably in the belief that appetite is stimulated by an old-world atmosphere—with sham half-timber work, bogus tiles and oak settles. The windows have quaint leaded lights, but are filled with frosted glass, partly, it is pointed out, to prevent the non-privileged on platforms seeing the topers quaffing their sack, but also, perhaps, to reduce the shock to the latter when their rocking hostelrie careers into a tunnel at a high speed, and, generally, to exclude the realities of railway scenery from those enjoying synthetic good cheer. Incidentally, these cars illustrate a curious instance of conditioned reflex that has developed of late years. It seems that the appearance of old oak causes the average Englishman to salivate and exhibit the symptoms of thirst. Yet, to any who still regard railways as one of the more inspiring achievements of engineering science, such a display of puerile reactionism would be ridiculous, were it not painful to see the state expending public funds, badly needed for the re-equipment of our railways, on pandering to a sense of values that can only be termed idiotic."

Do Businessmen Really

In 1851, when the Illinois Central was chartered, there wasn't any doubt about what the businessman's answer would be to the question: "Do You Want Your Railroads?" The answer *then* was an emphatic "Yes!" Pioneer Illinois businessmen said so repeatedly, and they laid their cash on the line time and again to prove it.

Today I'm not so sure. The word might still be "Yes," but the action all too often spells out "No." That's why I ask you in all seriousness to ponder deep in your hearts whether or not you regard continued railroading—American railroading, free-enterprise railroading—as essential to the conduct of your business.

The expression of human want of anything is generally regarded in economics as our willingness to spend something to get it. That also means self-sacrifice—our willingness to do without something else to get it. A case in point may be the child who has a dime to spend and doesn't know whether he wants a sack of candy or an ice cream cone. When he takes the cone, he gives up not only the freedom of choice represented by the dime but also the sack of candy that he might have had.

Ice Cream vs. Candy

The sack of candy in transportation may be regarded as our railroads. The ice cream cone may be regarded as the competing methods of transportation. The dime is what each shipper has to spend to add value to his product by moving it from one place to another. When he expresses his want in terms of action by laying his dime on the counter, it is to be hoped that he has studied well what he is giving up to get what he purchases, for in the answer to that will be his answer also to my question—"Do you *really* want your railroads?"

The youthful purchaser of the cone may be surprised to discover that the ice cream doesn't go all the way to the bottom. In terms of transportation, that seeming void near the bottom of the cone may be represented by the unseen costs in the provision of the competing transportation—the tax-supported subsidies in highways, waterways and airways. The railroad sack is all candy—every legitimate cost being covered in the bill the shipper sees and pays. He isn't left to curse taxes that contribute to railway support, for there aren't any. The cost is all in one bill, for which the railroad takes the rap directly.

That—to word it another way—is free enterprise, American free enterprise, for the continuance of which all of us say our prayers daily, with one eye on Asia and the Far East. The shipper who relies on the use of tax-supported transportation and who then pays his shipping bill in part through taxes—that shipper is building up the welfare state, which is the police state with a mask on.

It is noble, of course, to say, "Sure, we want our railroads"; but cash on the line—plus cash via taxes—casts by far the heavier vote the other way.

We get what we ask for and what we pay for. Let's not slip in, as a gratuity on the purchaser's side, our heritage of free enterprise along with the dime we give for the cone.

This article is abstracted from an address at a luncheon meeting of the Illinois State Chamber of Commerce, at Chicago, on October 7.

One of my principal purposes here is to stress the responsibility that business interests have in maintaining a substantial transportation system. When I talk about a "substantial" system I mean one that has lasting value and substance—not one that is here today and gone tomorrow, like a will o' the wisp. I would stress permanence and reliability, for business needs known factors upon which to rely. There are so many uncertainties in business nowadays that I think almost any businessman should cling with a feeling of relief to that which is sound, safe and dependable—all of which are synonyms for railway service.

The railroads are the delivery boys of business. They bring what business needs and take it away when it is ready to be distributed. They operate over known routes at fixed rates and on firm schedules; they run despite storm and drouth; they have financial responsibility; they damage few things and make good what they damage.

That is the kind of transportation system which it behooves the businessmen of Illinois and of the United States to patronize and maintain. If it withers away under socialism or any other "ism," it will not be long until *all* our nation's transportation goes a similar way. You won't find trucks or buses or airplanes allowed to compete freely for very long against railroads owned by the government.

Another Form of Featherbedding

There's one word in transportation which stirs up controversy almost as much as a red rag stirs up a bull. That word is "featherbedding." Up to now it has been used mainly by railway managements to designate efforts by railway employees to create or maintain jobs that the managements feel are unnecessary. As such, it is an attempt to reduce per capita production. In that sense it covers an argument which I do not need to bring up here; most businessmen are allergic to needless waste, especially waste of money.

However, there may be potential "featherbedding" in more phases of transportation than railway employment. Did you ever stop to think that you may be promoting expensive "featherbedding" by supporting motor truck transportation when you have railway transportation available at substantially the same—or lower—overall cost? For comparable movements trucks need far more men than do railroads.

The railroads are mass transportation, moving heavy loads long distances with very little *direct* application of labor, although they necessarily have a large proportion of their workers behind the scenes. Motor trucks, on the other hand, have most of their employees visible, and you have to use your imagination to see away off in the background the tax-supported workers who built and who maintain rights-of-way. Yet, taking

Want the Railroads?

By WAYNE A. JOHNSTON
President, Illinois Central

simply all known motor truck workers against all known railway workers, it would be possible to estimate that the annual per capita production of freight movement is only 16,000 ton-miles for the truck worker as compared with 500,000 for the railroad worker.

Estimates vary, of course, but any way you take it there must be lots of "featherbedding" in motor truck transportation. Aside from the usual comparisons of cost per ton-mile, which are always in the railroad's favor, it would take an awful lot of added speed, convenience and the like by truck to offset any such uneconomic 500-to-16 production ratio as I have just mentioned. When the highway tax bill is added to the direct freight bill, the comparison gets worse. So I submit that those who patronize government-supported transportation are not only committing *hara-kiri* upon their supposedly cherished ideas of free enterprise; they are undoubtedly supporting a type of transportation in which "featherbedding" is rampant on the basis of actual ton-mile movement per employee. That's neither American nor good business.

Aside from these basic principles of business policy, there are also the expensive irritations caused by overloaded trucks and broken highways which need to be taken into consideration in any overall study of public policy in transportation. The private motorist in his light car, for whom the roads were originally built, does not relish the added danger and discomfort to which he is subjected by reason of commercial usage of the highways, and he is more than likely to transfer his resentment to business as a whole.

We cannot afford to waste or abuse our highways, because highways are mighty expensive to build and maintain. Figures recently compiled for study by Congress reveal that highway damage has been so widespread and complete as to necessitate demands for repair and construction in thirty-four states alone totaling nearly $21 *billion*. And that total of $21 billion for thirty-four states is just a passing matter, an outlay of the fleeting moment, which will have to be replaced over and over again as time goes on. If we need a yardstick to realize how much $21 billion is, let us stop and think that the total depreciated investment in all our nation's railroads after more than a century of usefulness is only a little more than a billion dollars in excess of that.

As might be expected, I approach this problem from the railway viewpoint. So does the *Railway Age*, from which I might quote the best summary I have recently seen. It goes like this:

"The basic difficulty in the situation of the transportation industry today is the existence—side by side, and competing for the same business—of a privately owned transport plant (railroads) and a publicly owned transport plant (highways and waterways). The former is endeavoring to collect *all* economic costs of the service from customers, while the latter is supported in whole or in part by political contributions which do not enter into the charges which are exacted of customers who use this publicly owned plant. . . . The practical question is whether the American people and their political leaders have enough realism to begin assessing the costs of transportation facilities which compete with the railroads upon the users, to at least some degree in the same manner that the railroads are forced to levy comparable charges upon the patrons of railroad service."

No Time to "Whine"

I might add that the railroads have been long-suffering under economic injustices and have been accused of "whining" when they have uttered a few mild protests about it in the past. The time has now come when they must speak out forcefully and assert their rights to a fair deal or forever hold their peace. If they fail to get justice, that final peace may be the peace of the tomb—the tomb of free enterprise in transportation. The question of whether or not we want our railroads is more than academic. We must want them enough to pay the price of keeping them operating on a full-cost American enterprise basis.

That cost, of course, is a fair return on the investment. There must be enough net above expenses to constitute a reasonable profit—a profit that will encourage new investment and draw into the railroad enterprise sufficient new capital to keep the railway plant equal to the country's needs.

The salvation of all free enterprise in this country must follow the line of increased efficiency in plant. There must be better machines—machines which will shower down their blessings upon all; improved service to customers, better wages and working conditions to employees, adequate return to the owners for their investment. New value must be built into the plant and production efficiently and economically increased; otherwise the struggle to divide the wealth will be a case of dog eat dog, and eventually there will be no wealth to share.

Specifically I feel that the ability of the railroads to maintain adequate earning power will depend in large part upon (1) their being allowed to charge compensatory rates and fares for their services and (2) our nation's adoption of a sound national transportation policy providing equal treatment for all forms of transportation. Both are matters for serious thought by those who *do* feel that businessmen really want, need—and deserve—our railroads.

New and Improved Products of the Manufacturers

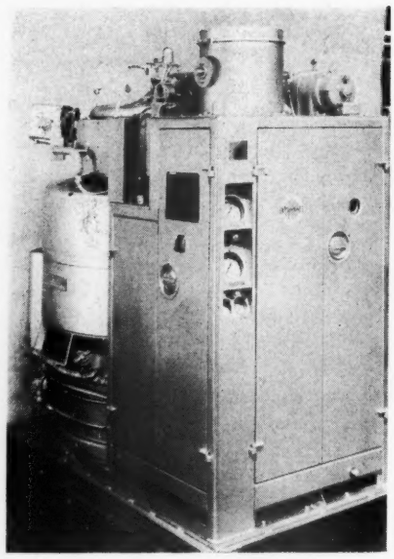
VAPOR-CLARKSON STEAM GENERATOR

The Vapor Heating Corporation, Chicago, has recently developed an improved and larger design of the Intensi-Fired steam generator for Diesel locomotives, described in the *Railway Age* of January 22, page 42. The new Model OK-4740 has a rated capacity of 4,000 lb. of steam per hr. with 20 per cent overload capacity, which steps the output up to 4,800 lb. per hr., or more than any steam generator heretofore furnished for heating Diesel-powered passenger trains. The generator occupies a space only 73 in. long, by 50 in. wide, by 79½ in. high.

In addition to exceptional capacity the new steam generator includes an improved coil design, starting switch, blower, firepot, spark plug, Servo-Control and electric-eye shut-off. All driving belts are eliminated.

In order to develop more steam in a machine of the same size as earlier models, Vapor engineers developed a new conical coil, each turn of which has an offset to give maximum exposed surface to hot gases. There are 700 ft. of seamless steel tubing in the coil, or 200 ft. more than in previous designs. Each coil passes a 1,200 lb. per sq. in. hydrostatic test and meets all boiler code specifications.

An economizer coil, made of 75 ft. of seamless steel tubing, has been placed in the path of exhaust gases, resulting in more efficient use of heat released and also reducing to a considerable extent exterior and interior corrosion of the main coil.



Vapor-Clarkson Model OK-4740 Intensi-Fired steam generator with 4,000 lb. per hr. capacity

A three-phase starting sequence is provided. One switch starts the generator, turning on the one 7½-hp. electric motor which operates the water pump, blower and fuel pump. In order to move the needed air with strict limitations on space and current draw it was necessary to develop a new and more efficient blower fan. Full working steam pressures of over 200 lb. are developed in less than two minutes from water at 50 deg. F.

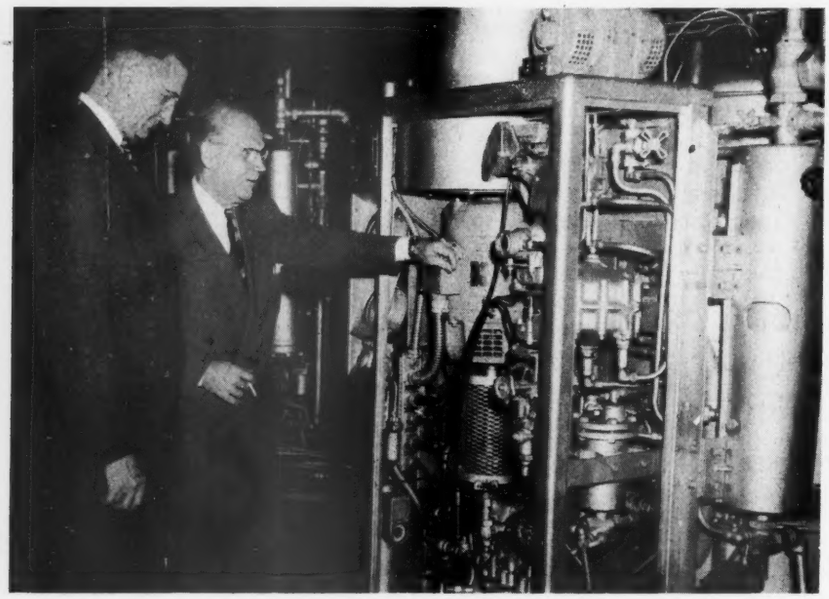
In line with new Diesel locomotive developments, all driving belts have been replaced with a new direct drive. This is an added safety step and also makes it unnecessary for railroads to carry additional stocks of belts.

In the improved firepot design, the refactory has been removed from the firepot resulting in larger fire combustion space to increase the amount of heat released.

A rugged electric eye has been applied as standard equipment on this machine to cut the fuel supply off if the fire does not light up in five seconds, an added safety control.

A new type of flat spark-plug plate has been developed to give more sparking area and more positive lighting up of the fire and to require fewer adjustments.

The improved Servo-Control includes heavier water-body castings to reduce the chance of warpage; an aluminum instead of a brass piston; and a clock-type spring instead of coil springs. These changes all were made to give better service with less maintenance. Engineering improvements also have been made in the fuel nozzle, heavier relays, damper position stops, fuel pressure valve, blow-down valves and pressure gage snubbers.



L. H. Gillick (left), Vapor-Clarkson vice-president sales, and E. A. Russell, vice-president engineering, looking over automatic controls on new Vapor 4,000-lb. steam generator

CARGO PROTECTOR

Recently, the National Gypsum Company, 325 Delaware ave., Buffalo 2, N. Y. developed a new fiberboard loading strip, the Gold Bond, designed as a cargo protector. This stripping, if placed between the lading and car floors and sides, or between the commodity and steel strapping or blocking, is said to keep the cargo free from chafing, gouging or abrasion. In addition, the resilient nature of this stripping tends to keep steel straps around loads under compression if the Gold Bond is placed between the load and the straps, the manufacturer states. Thicknesses of the strips are ½ in. and ¾ in., widths 4 in. and 6 in., and lengths 4, 6, 7 and 8 ft.

RADIANT HEATING PANELS

Both permanent and portable models of a device known as the Electriglass Radiant Heat Panel were put on the market recently by the Appleman Glass Works, Bergenfield, N. J. Heat is produced by a metallic alloy grid, fused into curved Temprex glass. Electric current passing through the grid generates infra-red rays. No fumes or flames are produced by these units. Panels can be connected with conduit or cable to standard a.c. or d.c. 110 volt or 220 volt circuits. Panels may be installed flush with walls and need not take up any floor space.

LOCOMOTIVE CRANE

A locomotive crane designed especially for high-speed work on the lighter types of jobs has been announced by the

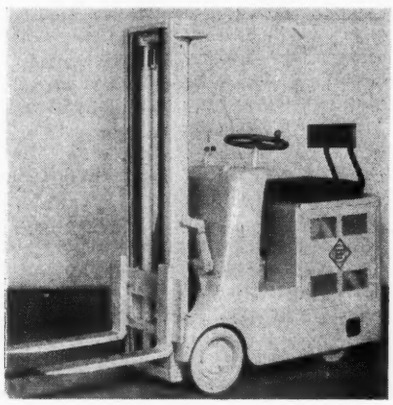
American Hoist & Derrick Co., St. Paul, Minn. Powered by an electric-starting 72-hp. Diesel engine, the crane has a rated capacity of 10 tons with a 40-ft. boom at a 12-ft. radius. It is designated as the American Model 410.

The crane has a full-vision cab, tandem-band air-controlled clutches, a compactly arranged machinery deck with all units easily accessible, all-welded construction, ball and roller bearings, precision-cut gears running in oil and a quick-action boom hoist under positive control at all times.

The crane has a three-speed selective transmission which allows shifting from one speed to another while the crane is in motion. Travel speeds in the three ratios are: 2¼ m.p.h.; 8 m.p.h.; and 15 m.p.h. The draw-bar pulls corresponding to these speeds are: 8,160 lb., 2,060 lb. and 950 lb. The Model 410 has a 7,500-lb. single-line hoisting pull at 235 ft. per min. Its slewing speed is 2½ m.p.h.

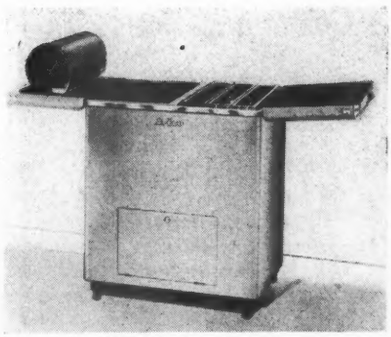
FORK TRUCK

A 2,000-lb. capacity gas-powered high-lift fork truck with a maximum lift of 121½ in. has just been announced by the Elwell-Parker Electric Company, 4205 St. Clair ave., Cleveland 14, Ohio.



Equipped with a 17 hp. air-cooled Wisconsin engine, this truck is able to develop a speed of 6½ m.p.h. with a capacity load, the manufacturer reports. The lift speed under load is given as 31 ft. per min. while lowering speed is 35 ft. per min. Forward tilting of the mast to an angle of 5 deg. in 3 seconds is possible, while backward tilt is said to be 10 deg. in 5 seconds.

The total weight of this unit is 3,900 lb. Its overall length, including the 30 in. forks, is 102 in. Height with the mast telescoped is 83½ in., while with the uprights in the extended position the height is 139 in. An automatic device in the hoist unit safeguards against overloading or obstruction interference with fork travel, either up or down.



A complete unit for the development of photo-copied documents, including contact printer, dryer and development and fixing pans, are all included in this cabinet which occupies a floor space 26 in. by 16 in. No special darkroom is required for this unit which can operate in the subdued light of any office. The cabinet is mounted on casters so that it can be wheeled from one office to another. Copier and dryer operate from one electrical outlet and use 110-volt, a.c. or d.c. current. The device is manufactured by the American Photocopy Equipment Company, 2849 No. Clark street, Chicago 14.

NEW BALLAST CLEANER IN ACTION—On October 5 press representatives and railroad men witnessed a demonstration of the new ballast-cleaning machine developed by the Pullman-Standard Car Manufacturing Company. The machine was in operation on the eastbound main track of the Michigan Central at Hammond, Ind. In preparation for the work the ballast in the tie cribs had previously been removed to the intertrack space on each side by two Pullman-Standard Power Track Cribbers. In the cleaning operation the ballast on both sides of the track was cleaned simultaneously, and the dirt removed from it was deposited by a conveyor on the opposite side of the westbound track, being placed on top of a windrow formed when the ballast in the westbound track was cleaned recently. The new machine, which is designed to clean ballast at the rate of 800 ft. per hour, was fully described in *Railway Age* of August 27, page 37

Communications . . .

"No Questions Asked"

UNIVERSITY CITY, MO.

TO THE EDITOR:

Before the advent of the trucks, practically all livestock, nursery stock, chickens and other fowl were transported by rail. Although government officials were charged with enforcing the law, the railroads, as a matter of fact, were the No. 1 enforcer — simply because the carriers would refuse to accept shipments unless accompanied by the required health certificates certifying the quarantine laws had been complied with. It was through this kind of cooperation on the part of the railroads that the large splenetic (fever) tick area extending roughly from middle Virginia on the east to Colorado on the west, and south to the Rio Grande and Gulf of Mexico, has been cleared with the exception of a few counties in south Texas and Florida. Now, what goes on? Not so long ago, I received an announcement that several counties immediately south of Jacksonville, Fla., had been quarantined because of fever ticks. One doesn't have to gaze into the crystal ball to determine how the infected cattle reached these counties.

Quite some time ago, there was an outbreak of hog cholera in a southern state. The chief veterinarian of that state complained bitterly to me of his inadequate force to cope with the truckers, who were bringing in all kinds of livestock clearly in disregard of the quarantine laws. Even in a great many instances where railroad service and rates were satisfactory, the business would be lost when the railroad insisted upon the proper health certificates, whereas the trucker would take the load along and no questions asked. The railroads always have complied with the laws of the land and always will. It's high time the irresponsible truckers are likewise made to obey.

J. E. EPPERSON

A Real Estate Man's Advice

NEW YORK

TO THE EDITOR:

Railroad managements should take advantage of today's favorable market conditions, dispose of real estate holdings in their portfolios not essential to their transportation service, release such holdings from their bond issues, and use the funds so acquired for new and improved rolling stock or for further development of the road.

It must be recognized that hotels, commercial buildings and similar properties and vacant and undeveloped land owned by the nation's railroads constantly carry the threat of potential loss to the roads. Real estate taxes on non-income-producing holdings constitute an enormous drain and charge against revenues. Successful operation of commercial properties by railroads in competition with skilled real estate management organization is often difficult.

This is particularly true of hotels, successful operation of which is usually beyond the province of anyone but specialists except in boom times. The lush days of 1946 have disappeared and the hotel occupancy rate is falling, now standing at 84 per cent, and restaurant sales are down 2 per cent from a year ago. Income will continue to decline as time goes on. Similar conditions are beginning to manifest themselves in the commercial and office building fields.

It is not too late to dispose of hotels and similar properties and release for needed purposes the large railway equities tied up in them.

In the relatively few cases where hotel and commercial building operation is a profitable source of railroad income, the roads can eat their pie and have it, too. Management can sell such properties easily in today's market, and take back leases, if the roads deem it advisable to continue the control of their buildings.

This would have a two-fold benefit: (1) free the roads from the tax burden on these properties, and (2) of far greater importance, boost the railroads' operating revenues by locating more shippers along their tracks.

In this connection, it would seem that a procedure should be worked out with the Interstate Commerce Commission whereby the bars would be let down against rent concessions to industrial tenants in railway-owned properties. It should be possible to lease industrial sites or buildings at nominal rentals with the provision that in return the owning railroads would receive that shipper's freight. This would have the inevitable effect of diverting to the railroads an enormous freight revenue now going to over-the-road truckers.

S. EARL HONIG
New York and Chicago Real Estate Broker

Says We've Got the British All Wrong

EAST ORANGE, N. J.

TO THE EDITOR:

I have no faith whatever in socialism, but I think *Railway Age* is about 100 per cent wrong in attributing the present plight of the British Railways to their socialization. Does not a broad-gage view of the situation suggest rather that they were sunk by the unsound policies of management during the last 30 years?

Specifically — should not the British after World War I have developed an adequate system of highways, and have junked say one third of their railroad route mileage? Should not the British Railways have adopted the American type rail and rail fastening system beginning 30 years ago?

Is British Railway passenger equipment genuinely suited to the transportation needs of a common people as poorly paid as the British workers are? Is there the slightest excuse for a passenger rate of five cents per mile third class where the railway employees are paid an average of only $25 a week? Are present British locomotives, with three and four cylinders and couplers 30 years out of date, commercially worth any more than what they would bring as scrap, except for the fact that it is impossible to get modern and efficient power?

Why not honestly face the fact that the morass in which the British Railways now find themselves sunk, is the result of 30 years of mismanagement by a gang of hidebound reactionaries who were dead both ways from the neck?

W. H. DOUGHTY

[It would be a formidable task to comment on charges spread with so broad a brush. But it occurs to us, among other things, that British railroad management could hardly have been blamed for not encouraging "an adequate system of highways"; that passenger equipment on the British roads — costing as it does from but one fifth to one tenth as much as an American passenger coach of the same capacity—is admirably suited to the transportation needs of the British; that in view of the short average haul and high terminal costs, British passenger rates are not excessive; and, that it would be a rash man indeed who could honestly call British steam locomotives inefficient without careful investigation of relative costs. However the British Railways may have been "sunk," we see nothing in the record of socialism to suggest that it will accomplish their restoration to full vigor and efficiency either soon or economically.—EDITOR]

New Book . . .

DIESEL MOTOR TRAINS, an economic evaluation, by Stanley Berge and Donald L. Loftus. 66 pages, 8½ in. by 11 in., paper bound, illustrated with graphs and photographs. Published by Northwestern University School of Commerce, Chicago. $1.50.

The authors, who are, respectively, associate professor of transportation and research assistant in transportation at Northwestern University School of Commerce, here present a comprehensive review of the history of the development and use of self-propelled motor trains in America and in other parts of the world. Summing up the experience with this type of equipment, the authors point out that most of the cars with self-contained power plants in service in 1946 used gasoline as fuel and lacked the speed and comfort to compete with modern bus and automobile transportation, but that they have been only half as expensive to operate as local trains propelled by steam locomotives.

The lightweight Diesel-electric trains introduced during the 1930's were operating in 1948 at costs running from 45 to 65 per cent of the cost of equivalent steam trains and from 60 to 75 per cent of the cost of comparable trains propelled by Diesel locomotives. Traffic soon exceeded their capacity, however, and interest shifted to heavier trains propelled by Diesel locomotives. The authors find that the European rail motor cars built during the 1930's generally had high horsepower per unit of weight, giving them high acceleration and speed; they were economical to operate, and their fast, frequent service developed traffic on many lines.

In appraising the problem of passenger service in the United States, the authors direct attention to the profitable operation of a number of individual streamline trains throughout the country at the same time that passenger operations on the whole have been unprofitable. These new and successful trains, however, are relatively few in number. The majority of passenger trains are of the slow-speed, short-haul variety and the study discloses that these are the chief money losers on most American railroads.

The authors conclude that flexible multiple-unit Diesel motor trains can be utilized effectively to reduce passenger service losses both on suburban and main-line runs and that this equipment opens the way to better, faster and cheaper travel for the countless trips that are too long for bus or automobile and too short for the airplane. Technological developments within the past few years, they believe, make possible motor trains of greater speed, flexibility, riding comfort, and economy.

The subject matter is presented in four chapters and a concluding section discussing the possibilities of Diesel motor trains. Each chapter is extensively documented with references to source material. Financial assistance for completing and publishing the study was supplied by the American Car & Foundry Co., the Budd Company, the Cummins Diesel Motivepower Corporation, the Pullman-Standard Car Manufacturing Company, and the Twin Disk Clutch Company.

PENNANT WINNER IN THE TRANSPORTATION LEAGUE

FISCAL POLICY AND THE BUDGET

Although the growing demands of business and other groups for tax revision and relief have received impressive new support in recent weeks, including some favorable comment from both administration and congressional leaders, the outlook for any immediate overhauling of the tax structure does not seem hopeful. Principal obstacles at this point appear to be the fear of increasing the size of the current federal deficit and the crowded calendar of an already prolonged session of Congress.

Under particular criticism by proponents of revision of tax policy are continuation of wartime excise levies and those tax provisions affecting the ability and willingness of investors to supply risk capital. Repeal or reduction of the excises imposed during the war, it is asserted, would have the highly beneficial effect of encouraging business activity in general and consumer spending in particular. Both President Truman and the chairman of the House committee where tax legislation originates, however, are said to believe there is no prospect of such reductions before the next session of Congress. The administration's position seems to be that any tax concessions must be offset by new revenues as long as the budget is unbalanced, with little likelihood that such new revenues will be found.

The long-standing contention of many business and financial leaders that existing tax laws have important adverse effects on the sources and flow of equity capital now has the apparent endorsement of the chairman of the Federal Reserve Board. In urging a "thorough review" of the effect of taxes upon the "availability of equity capital," Mr. McCabe is reported as suggesting that Congress might consider such means of stimulating the flow of funds for investment as relief from double taxation of corporate dividends, more liberal provisions for treatment of business losses, lower rates on personal incomes, and more rapid depreciation allowances.

—The Guaranty Survey, published by the Guaranty Trust Company, New York

Railroad Portion of Intercity Traffic Dropped in 1948

Preliminary estimates by I.C.C. bureau show that railroads handled 64.2 per cent of last year's total ton-miles and 11.6 per cent of passenger-miles; comparable figures for 1947 were 66.9 per cent and 13.3 per cent, respectively

Railroads produced 64.2 per cent of the 1948 total of intercity freight ton-miles produced by all agencies of transportation, while their proportion of that year's intercity passenger-miles was 11.6 per cent, according to preliminary estimates published by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission in the latest issue of its "Monthly Comment." In the previous year, 1947, the railroads' proportion of the freight ton-miles was 66.9 per cent, and they handled 13.3 per cent of the passenger traffic.

As shown in the tables (reproduced from the "Comment"), the intercity truckers' share of the 1948 freight traffic was 8.7 per cent, as compared with 7.8 per cent in 1947, while for-hire motor carriers of passengers handled 6.6 per cent and 6.8 per cent of the intercity travel business. Meanwhile, 79.7 per cent of 1948's intercity passenger-miles were produced by private automobiles, as compared with 77.7 per cent in the previous year.

Return to Peacetime Pattern

Commenting on the freight-traffic figures, the bureau recalled that the largest railroad share of the total ton-miles during World War II was 72 per cent for 1943; and that the comparable figures for the three prewar years 1939-1941, inclusive, were 62.2 per cent, 62 per cent, and 63.6 per cent, respectively. "In perspective," the bureau added, "it can thus be seen that the railways' declining share of total traffic represents a changeover from abnormal conditions resulting from war to peacetime relationships similar to those established prior to the war." As to intercity passenger-miles, it was pointed out that, if private automobiles are excluded, there was an overall decrease of 6.8 per cent in 1948 as compared with 1947. The decreases were distributed as follows: Railways, 10.4 per cent; motor carriers of passengers, 1.3 per cent; waterways, 4.3 per cent; airways, 2.3 per cent.

Another article in the "Comment" compares estimates of total revenues from property and passenger operations of all classes of for-hire motor carriers with actual revenues of Class I line-haul railroads, thus pointing up the relative growth of the motor carrier revenues since 1944. The estimates showed that in that year Class I, II, and III common-carrier and contract truckers had gross revenues of $1,351,882,671, or 15.85 per cent of the combined total of that figure and the freight gross of the Class I railroads. By 1948, the truckers' estimated gross ($2,807,684,338) was 25.44 per cent of the combined total. Thus the railroad proportion dropped from 84.15 per cent to 74.56 per cent.

Meanwhile, the Class I, II, and III intercity and local motor carriers of passengers collected an estimated 1944 gross of $537,506,437, which was 16.68 per cent of the combined total of itself and the 1944 gross passenger revenues of Class I line-haul railroads. The highway passenger carriers' estimated 1948 gross, at $566,639,565, was 25.86 per cent of the combined

Volume of Intercity Freight Traffic in Ton-miles by Kinds of Transportation, Years 1947-1948

Transport Agency	Ton-miles (billions) 1947	Ton-miles (billions) 1948[1]	Percent of 1948 increase, over 1947	Percent of annual 1947	Percent of total 1948
1. Railways, steam and electric, incl. mail and express	664.4	647.1	[d] 2.6	66.9	64.2
2. Highways, for-hire and private trucks	77.9	87.6	12.5	7.8	8.7
3. Inland waterways, including Great Lakes	146.7	154.4	5.2	14.8	15.3
4. Pipe lines (oil)	104.2	118.7	13.9	10.5	11.8
5. Airways (domestic revenue service, including express and mail)	0.2	0.2	[2] 24.8	[3]	[3]
Grand total	993.4	1,008.0	1.5	100.0	100.0

[1] Preliminary estimates.
[2] Airway ton-miles used in computing percentage totaled 153 million in 1947 and 191 million in 1948.
[3] Represents only about .02 of one percent.
[d] Decrease.

Volume of Intercity Passenger Traffic in Passenger-miles by Kinds of Transportation, Years 1947-1948

Transport Agency	Passenger-miles (billions) 1947	Passenger-miles (billions) 1948[1]	Percent of 1948 increase, over 1947	Percent of annual 1947	Percent of total 1948
1. Railways, steam and electric	46.75	41.89	[d] 10.4	13.3	11.6
2. Highways:					
Motor carriers of passengers	23.95	23.65	[d] 1.3	6.8	6.6
Private automobiles	272.96	287.42	5.3	77.7	79.7
3. Inland waterways, including Great Lakes	1.84	1.76	[d] 4.3	0.5	0.5
4. Airways (domestic revenue service)	6.08	5.94	[d] 2.3	1.7	1.6
Grand total	351.58	360.66	2.6	100.0	100.0

[1] Preliminary estimates.
[d] Decrease.

total for that year. The railroad proportion was then down to 74.14 per cent as compared with 83.32 per cent in 1944.

Comparing ton-mile outputs per dollar of fuel expense for various types of fuel used in freight service, the bureau showed that each dollar spent for Diesel fuel during the first seven months of this year produced 5,606 gross ton-miles. For other types of fuel, the gross-ton-mile outputs per dollar during the same period were: Coal, 2,768; fuel oil, 2,314; electric current, 3,005. In calling attention to the favorable showing for Diesel fuel, the bureau pointed out that the figures "average together all Class I roads with widely varying operating conditions and qualities of fuel used as well as the different prices paid for these fuels by the various roads."

Price data showed that the cost of fuel coal per net ton averaged 3.4 per cent higher during the first seven months of this year than during the same 1948 period; and that the cost of electric current per k.w. hr. was up 5 per cent. Meanwhile, the costs of Diesel fuel per gallon and of fuel oil per barrel were down 5.5 per cent and 19.6 per cent, respectively. Other figures in this article showed that Diesel-electric locomotives produced 31.9 per cent of the total gross ton-miles of freight service on Class I roads during this year's first seven months, as compared with 19.49 per cent in the same 1948 period. The proportions produced by coal-burning steam locomotives were 51.74 per cent and 60.65 per cent, respectively.

Rate Increases by Commodities

Freight-rate increases authorized by the commission since June 30, 1946, as they have applied percentage-wise to "important categories of commodities" comprised the subject matter of another article in the "Comment." The computations omitted the extra increases which were allowed in Zone I of Western Trunk-Line Territory; and on that basis the overall increase was put at 56.7 per cent. The largest percentage increase, 66.3 percent, applied to l.c.l. traffic, while the 64.3 per cent increase for the groups embracing manufactures and miscellaneous and forwarder traffic was next. Increases applied to other groups were shown as follows: Products of Agriculture, 49.2 per cent; Animals and Products, 60.1 per cent; Products of Mines, 44.8 per cent; Products of Forests, 60.4 per cent. As to the 24 commodity classes for which figures were given, the range of increases was from 65.3 per cent on iron and steel articles and "other manufactures and miscellaneous and forwarder traffic" to 30.5 per cent on iron ore. The bureau pointed out that these percentage figures are averages for the country as a whole, and thus "would differ considerably for the various districts, due to the different basic increases allowed by the commission."

Data selected by the bureau from one of its recent waybill studies were interpreted in the "Comment" as indicating that the average short-line revenue per ton-mile for all carload traffic combined increased from 1.25 cents in the first quarter of 1947 to 1.6 cents in the same period of 1949, or 28 per cent. By commodity groups the ton-mile-revenue increases ranged from 20.5 per cent for Products of Mines to 29.7 per cent for the Manufactures and Miscellaneous group. Forwarder traffic showed an increase of 44.2 per cent. The selected data also showed that for all carload traffic the average short-line haul per ton declined 0.8 per cent in the first quarter of this year as compared with the same 1947 period. The drop was from 365 mi. to 362 mi. The waybill study from which the data were selected was issued recently by the bureau as Statement No. 4933, Distribution of Freight Traffic and Revenue Averages by Commodity Classes — Terminations in First Quarter 1949, 1948 and 1947.

Holdings of Railway Securities

Reporting on "holdings of railway securities," the bureau noted that the total par value of unmatured railway funded debt, including equipment obligations, in the hands of the public (that portion not held by railway companies) rose from $8,299 million on December 31, 1947, to $8,552 million at the close of 1948. This increase of about 3 per cent was the first such annual rise which had occurred since 1937. However, the 1948 figure was 28 per cent below the comparable figure of $11,880 million shown for December 31, 1930.

"This decline," the bureau said, "is attributable largely to railroad reorganizations but also to considerable debt retirements by many carriers. During the war years 1941-1945 alone the debt holdings of the public declined by almost $2 billion. Further though less substantial reductions occurred in 1946 and 1947. The total amount of capital stock held by the public has changed only slightly since 1935 but the trend continues to be downward. In 1948 holdings of the public ($6,915 million) were $271 million below those of 1930 ($7,186 million)."

As to holdings of railroad securities by railroad companies, the figures presented by the bureau showed that the funded debt thus held amounted to $2,369 million at the close of 1930. By the close of 1948 such holdings had dropped 7.5 per cent—to $2,191 million. Railway holdings of rail capital stock at the close of 1948 totaled $2,644 million, 8.7 per cent below the comparable 1930 figure of $2,897 million. The 1948 stock total, however, was $104 million, or 4.1 per cent, over 1947's $2,540 million.

With the "self-liquidation" of both the navigation and the power phases of the project deep in the limbo of uncertainty, there can be no valid claim that the St. Lawrence project is economically sound. But, could it be proven a dollar-paying project, I still would not favor it under government ownership. Men surrender to Socialism when they say that they would favor a project *if* it could be done in the black of the profit and loss account. In my personal conception of free institutions and free men . . . neither it, nor any other truly economic enterprise is a permissible function of the state. If it were, there would be no reason why anything that colorably could be done at a profit by government should not be taken over; the end result being a nation of dependent creatures who would look to the Great Central Dispensary for everything—even, it might be, their ideas and their God.

—From an address at Durham, N. H., by Carroll B. Huntress, chairman of the National St. Lawrence Project Conference.

GENERAL NEWS

Reports on Senate Transport Studies

"Fact-gathering" phase of inquiry completed, Myers says

The present status of studies being made by the Senate interstate and foreign commerce committee's subcommittee on domestic land and water transportation was outlined in an October 6 statement by the subcommittee's chairman, Senator Myers, Democrat of Pennsylvania. The senator reported generally that the subcommittee has about completed the "fact-gathering" phase of its inquiry and will soon enter upon the "evaluation" phase.

Other members of the subcommittee are Senator Johnson, Democrat of Colorado, who is chairman of the parent committee, and Senators Johnson, Democrat of Texas, Reed of Kansas, and Bricker of Ohio, Republicans. E. R. Jelsma heads the committee's staff, which "has made considerable progress in correlating the factual groundwork to serve as a basis for this study and its recommendations relative to our national transportation policy," Senator Myers said. He added that "considerable headway" has also been made on determining "the effect of large expenditures of public funds... in the development of our national transportation system."

Freight Car "Stockpile"

Among other concerns of the subcommittee has been what the Myers statement called the "necessity" from the standpoint of national defense "of maintaining an adequate freight car fleet, as well as maintaining our car building shop potential." The statement went on to refer to this year's drop in orders for freight cars, which has left car-building plants producing "far short," of their 10,000-car monthly capacity, thus causing "unemployment in this industry with a serious impairment to its future efficiency at a time when we may be required to produce a large reserve of freight cars."

Expressing his own views about this situation, Chairman Myers said: "It is vital to our national defense that our car building shops be kept in production, so that our freight car fleet can be built up to meet any national emergency. We must encourage a car building program that will keep the skilled worker in the car building industry on his job. Any national emergency would then find this industry fully prepared to meet our car building requirements."

Material which it has gathered on public highway expenditures indicates to the subcommittee that such expenditures since 1900 have totaled about $56 billion, of which $52 billion has been spent since 1920. The latter includes $9 billion in federal funds, $22 billion in state funds, and $21 billion in local funds. As to user payments ("special motor vehicle taxes of one type or another"), the study indicates that these have totaled about $39 billion since 1900.

"Over $20 billion of these taxes," the statement continued, "were paid in the years 1940-1948 and during that nine-year period only $17 billion was expended on the highways. All-time collections of federal motor vehicle taxes have exceeded federal highway expenditures by slightly over $1 billion." As to expenditures for the development of inland waterways, the studies indicate that "approximately $4 billion of public funds has been expended for navigational improvements during the past sixty years."

The statement also referred to railroad land-grants, but noted that the government saved "over $1 billion" on its rail shipping charges while land-grant rates were in effect. This saving, it was pointed out, exceeded the "highest value"—$429 million—which has been placed on the granted lands in various reports on the subject.

Questions under Study

The public expenditures on transportation facilities. Chairman Myers said, pose for the subcommittee such questions as these: "How much of these expenditures can be classed as a subsidy? Have the various users been paying their fair share of this cost? Does cheaper means of transportation resulting from public expenditures reflect lower costs to the consumer? Has this expenditure caused an unjust discrimination as between various means of transportation?" Other subjects being studied include the relationship of wage levels between various types of carriers, the role of government generally in the field of transportation, and "the adequacy or inadequacy of existing governmental agencies to provide the nation with an efficient, eco-

Officers of the Canadian Pacific riding in the Astra-Dome of General Motors' Train of Tomorrow, which is touring the Canadian provinces of Ontario and Quebec. N. R. Crump, vice-president of the road, is in the right foreground; beside him is L. B. Unwin, vice-president of finance; second row, H. J. Main, assistant to the vice-president, and G. A. MacNamara, vice-president of traffic; third row, A. M. Hand, assistant to the vice-president, Toronto, Ont., and J. H. Campbell, manager, department of public relations, Montreal, Que.

nomical, and integrated transportation system."

"The subcommittee," Chairman Myers also said, "hopes to have the facts substantially together in thoroughly double-checked and concise form by the first of the year, and to start off, at that time, on the job of evaluation. This second phase will consist, in important part, of full hearings in which representatives of the transportation industries, of trade associations, shippers and of various government agencies and others will be able to set forth clearly their feelings as to what these facts mean and where, in their opinion, we are heading, and should head. The same people have given us splendid cooperation in the fact-gathering phase of our study, and I feel certain that we shall continue to work closely as we move into the evaluation phase. . . .

"It is our hope to present a complete factual study of a scope not heretofore attempted, so that the problems of each type of carrier will appear with sufficient clarity . . . that proper evaluations may be made. Without this basis we cannot have a proper evaluation of existing laws in promoting and carrying out the declared congressional policy, as set forth in the Transportation Act of 1940."

Donald Gordon to Succeed R. C. Vaughan on C.N.R.

Donald Gordon, deputy governor of the Bank of Canada, will succeed R. C. Vaughan as chairman and president of the Canadian National on January 1, 1950, it was announced this week in the House of Commons at Ottawa by Lionel Chevrier, minister of transport. Mr. Vaughan is retiring under pension rules of the company after 51 years of railroad service.

Geneva Steel Rates Approved by I. C. C.

Permits permanent application of cuts made April 1, 1947

Finding the so-called Geneva steel rates "not unreasonable or otherwise unlawful," the Interstate Commerce Commission has thus approved for permanent application those substantial reductions under "normal" rates which became effective April 1, 1947, for movements of iron and steel articles to Pacific Coast destinations from Geneva, Utah, where the Geneva Steel Company, subsidiary of the United States Steel Corporation, operates a steel mill formerly owned by the federal government. The adjustment, which has had the principal effect of permitting the Geneva plant to compete in Pacific Coast markets with the Fontana, Cal., plant of the Kaiser Company, was protested not only by the latter company, but also by other steel producers with plants in various parts of the country and by the Intercoastal Steamship Freight Association.

Railroads participating in the rates which were in issue are the Denver & Rio Grande Western, Great Northern, Union Pacific, Western Pacific, Bamberger Electric, and Sacramento Northern. The Atchison, Topeka & Santa Fe and Southern Pacific are not parties to the tariffs involved.

When originally published the "Geneva rates" were 48 cents per 100 lb. to Los Angeles, Cal., San Francisco, Portland, Ore., and Spokane, Wash., and 54 cents to Seattle, Wash. These were reductions of 22 cents under the respective "normal" rates of 70 and 76 cents; but they were higher by the amount of the Ex Parte 162 increases than the rates accorded the government, under section 22 of the Interstate Commerce Act, when the Geneva plant was operated for its account during World War II. Subsequent general increases have put the "Geneva rates" on a present basis of 63 cents to Los Angeles, San Francisco, Portland and Spokane, and 70 cents to Seattle. Meanwhile the "normal" rates have gone up to 91 cents and 97 cents, respectively.

The commission's report, dated October 3 and made public October 7, was by Commissioner Aitchison. It embodied an unanimous opinion, although a separate "concurring" expression came from Commissioner Splawn, and Commissioners Patterson and Johnson did not participate. The proceeding was docketed as I.&S. No. 5464, the rates in issue having been suspended by the commission for a month, after which it allowed them to become effective while it conducted its investigation of them (see *Railway Age* of March 22, 1947, page 633).

Compensatory Level

In approving the adjustment for permanent application, the commission concluded, among other findings, that the rates were compensatory as measured by such tests as revenues per ton-mile and per car-mile. It was noted in that connection than an 80,000-lb. carload minimum is published in connection with the rates, and that the average loading has been about 112,360 lb. On the basis of such loading, the rates (without the Ex Parte 168 increases) yielded 86 cents per car-mile to Los Angeles, and from 66 to 70 cents to the North Pacific Coast over all routes except the most circuitous one where the yield was 50 cents.

Rejecting the contentions of protestants, the commission said there appeared to be "no possible justification for an order requiring the rate to be increased for the purpose of diverting traffic from Geneva and the lines of respondents to eastern mills and the water route." It added that, "even if this could be done, the rail rate from Fontana to San Francisco would control the situation, and the intercoastal lines would be in no better strategic position." Previously, the commission had expressed doubt that the eastern mills could get the business anyway, "since the existing western plants have more than enough capacity to supply all of the Pacific Coast demand for shapes and plates." It is, the report continued, "more likely that an increase in the Geneva rate would cause a shift of production at Geneva from finished to semi-finished steel which would be moved to the Pacific Coast for further finishing."

In its discussion of the Fontana rate adjustment, the commission noted that the "Geneva rates" to the north coast ports are "appreciably lower" than those from the Kaiser plant. It went on to say that the Fontana-north coast rates are "controlled" by the S.P. and Santa Fe; and that respondent railroads in the present proceeding, regarding those rates as "too high," offered to join in the publication of reductions; "but the necessary rail carriers which control the rates have refused to concur." This, the commission added, "is a matter for complaint against the rate-controlling carriers, and cannot be adjusted by us in this proceeding, where we have neither proper parties or the proper issue."

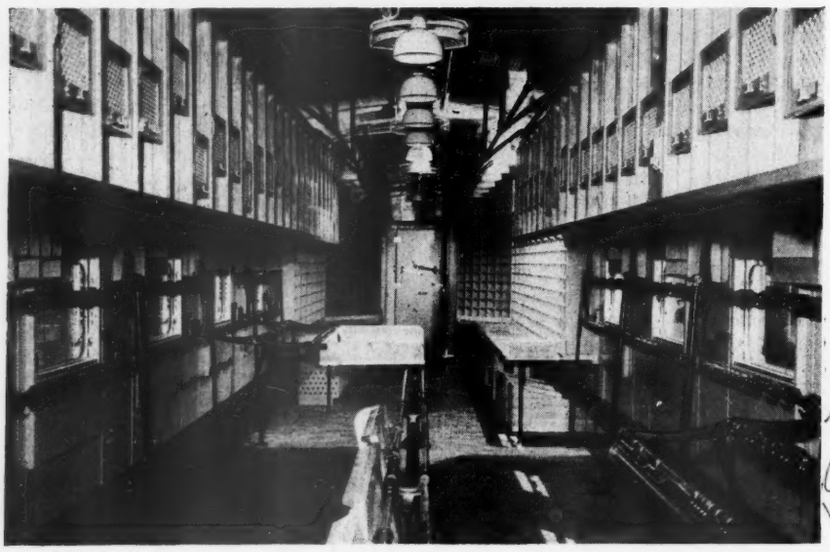
Coal Not Affected

Dealing with the protest of the Colorado Fuel & Iron Corp., which has a mill at Minnequa, Colo., the commission asserted that "readjustment of the Minnequa rates is apparently due, . . . and can be controlled by respondents." It was unable to deal with the matter on the record before it, but it recommended "further study of this situation by respondents, failing which, the matter may be explored in the usual course." As to the use by some protestants of comparisons between rates on steel products and on coal used in the manufacture of steel, the commission said that it was "not aware that there is any necessary or usual relation" between such rates; and "none is shown in this case."

After disposing of the positions of the respondent roads and protestants, the commission observed that the interests of those parties, "important" as they are, "do not comprise the whole case." Thus it proceeded to consider the "community and consumer interest." In that connection, it noted first that the Geneva plant had been constructed by the government in World War II "as an essential factor in the national defense"; and that "like dangers would again make this plant, the report added. The same can be said of the Fontana plant, the report added.

"With the cessation of hostilities and the end of the shipbuilding program," it continued, "the government took vigorous steps to assure the continued operation of the Geneva plant in peacetime. Further, the state of Utah, and its many enterprises, . . . are deeply concerned in the success of the Geneva plant for the exploitation and utilization of important resources. The economy of the mountain and coastal areas demands that these raw

As noted in *Railway Age* of October 1, page 67, the American Car & Foundry Co. recently delivered seven new streamlined post office cars for use on the "City of San Francisco," between Chicago and San Francisco, Cal. The new 85-ft. cars, built at a cost of more than half a million dollars, went into service on October 1, speeding up previous mail delivery schedules as much as a full day between Chicago and the Pacific Coast. Mail is sorted en route by six to eight postal clerks, and arrives at destination ready for immediate distribution. Purchasers of the cars are the Union Pacific, Chicago & North Western and the Southern Pacific, joint operators of the "City of San Francisco"



materials be utilized to furnish steel for the needs of citizens and industries of the state of Utah as well as states to the west thereof, at prices which reflect the geographical advantages of the proximity of the sources of supply and manufacture. . . .

Managerial Discretion

"The Pacific Coast territory and communities, with numerous steel-using industries and customers, are benefited by the additional competition for their business afforded by the Geneva mill. A wider base of competition is in the public interest, and to bring it about is a province of carrier management, provided it can be done by reasonably compensatory rates reasonably related to other rates of like kind. The respondents have used their managerial discretion to establish rates which they believe will accomplish all these broad purposes, and they stoutly defend them as reasonable and non-discriminatory, and in no sense 'missionary' in character.

"The record shows that since the establishment of the new Geneva rates there has been a perceptible tightening of competition at the Pacific Coast and inland points, and lowering of prices on the articles which the Geneva plant has shipped under the rates in issue. It is clear that there could not have been such movement at the former rates, increased by the successive general rate increases.

"In such circumstances, particularly in the face of the showing that rates under investigation are reasonably compensatory, we should use our power to prescribe minimum rates sparingly. Further, we are not justified in ordering a readjustment under section 3 on the complaint of competing mills farther removed from the Pacific Coast markets in the absence of a showing of any present or reasonably foreseeable intention to ship from those mills to the destination markets iron and steel articles such as are manufactured at Geneva, especially as this would require them to meet as well the compelling competition of mills on the Pacific Coast which are now manufacturing and shipping those articles. Nor do we have any basis for finding the respondents in violation of section 3 (1) of the act because of rates that affect the ability of the protestants to meet more western competition when the disparities complained of are neither of the creation of the respondents nor within their power to amend."

The report was accompanied by an order discontinuing the proceeding. Commissioner Splawn's concurring opinion was a brief expression which stated his view that the respondent roads had shown that the "Geneva rates" are "just and reasonable within the meaning of section 1." He thought it was "arguable" whether the resulting rate relations "as between these reduced rates from Geneva and the present rates from origins east of Geneva, to Pacific Coast territory, will result in undue preference or prejudice." Mr. Splawn added, however, that the adjustment from Geneva to the West "appears to be a long move in the right direction"; and that "if the resulting rate relations unlawfully retard movement from any other origins to the West, appropriate and lawful readjustment of the rates should promptly follow." He understands that "this is consistent with the purport of the report."

J. M. Symes Answers Some Vital Questions

P.R.R. officer discusses basic railroad economics

In an address October 6 at a luncheon meeting of the Bond Club of Philadelphia (Pa.), J. M. Symes, vice-president — operation of the Pennsylvania, presented a cogent and illuminating review of the railroad industry's present state and near prospects, as illustrated by conditions on his own road. The essential part of his discourse was in the form of questions and answers, from which the following are selected:

First Question—Earnings

Since World War II—until recently—railroad traffic has been at a high volume. Why then have net earnings been so low?

Answer: The railroads came out of World War II with some rather serious wounds, and without nurses, doctors or hospitals to turn to — and, perhaps more important, with inadequate and too long delayed assistance from the quarters that we must, as a regulated industry, turn to for help. Our plant and equipment were run down as a result of the most intensified short-time usage to which they have ever been subjected. We did not have materials or manpower available during the war to maintain the property as it wore away under an unprecedented load. The money we did spend was largely to increase our capacity to take care

of the war load; providing many facilities not generally needed in peacetime rail transportation.

Wartime profits were good, but we could not spend them for needed long-time improvements, or accumulate any of them for war-deferred maintenance, because 85 cents of every dollar was currently taxed away from us. Costs spiraled tremendously after the war. Outside industries raised their prices to us as they raised wages. Our wages, which absorb more than one-half of what we take in, naturally followed in line with the general inflationary pattern. Governmental wage boards told us how much we should pay in wages. In short, our costs were established for us by forces outside our control. That would not have been bad if, like other industry, we could have had the privilege of pricing our product. But pricing the railroad product is in the control of the Interstate Commerce Commission, and it takes time under that process of pricing to obtain relief. It was the tremendous lag between increased costs that were forced upon us and increased rates we were unable to get promptly enough that caused the "railroad problem" of the past few years.

Next, What Can Be Done?

What you have said might be true with respect to the Pennsylvania and some others, but why is it not true of many other railroads—particularly in the South and West, where earnings have shown up rather well?

Answer: If any railroad — East, West or South — has 30 percent of its gross business operating at a ratio of 117 per cent — that is, handling traffic that costs $1.17 to take in $1.00 of revenue — it would have considerable difficulty in making ends meet. That has been our problem, and it has caused us concern. Naturally, the densely populated area we serve causes heavy movement of foodstuffs, mail, small package shipments, and passengers. The hauls are comparatively short, and the terminal handlings numerous and expensive. Last year the Pennsylvania had $300,000,000 worth of that kind of business — 30 percent of our total gross revenues — and it cost us $351,000,000 to handle it — so you can appreciate what the other $700,000,000 gross had to do to absorb this enormous loss and make a $34,000,000 profit for the company. The Pennsylvania's objective with respect to this large source of unprofitable business is threefold:

1. Inaugurate every known efficiency method to reduce costs. This involves capital expenditures upon which there is a justifiable return on the investment.

2. Secure a greater divisional share of the revenue on interline traffic to offset high terminal expenses in eastern territory. This is being processed through established industry procedure.

3. Raise rates to the point of making the traffic profitable. This has been and is being actively progressed.

If these methods fail to make these forms of traffic profitable, there is only one thing left to do — raise the rates and force the traffic to the agency best suited to handle it at a profit, even though that agency may be one that does so through government subsidy.

The old Italian theory in economics of "what we lose on the lemons we make up on the bananas" cannot be applied any longer to the railroad industry — because, as in our case, there are too many lemons to provide for.

Third Question—Diesels

The Pennsylvania has gone into the use of Diesel locomotives on a rather large scale. Have they proven to be an efficient and economical instrument of transportation? If so, why did it take so long to get started on it?

Answer: The Pennsylvania has been accused of moving off too slowly into Diesel locomotive usage, and perhaps hindsight would indicate some slight delay on our part; but ours was a momentous decision to make, and we just had to be right. After the war we were faced with a motive power program that was going to cost more than one hundred million dollars. Naturally, we preferred the coal-burning steam locomotive, and developments of that type power were progressing rapidly and we were hopeful as to the results.

Before the war the economics of the power situation did not point, with any degree of clarity, to the Diesel. During 1939 we could have acquired the most modern heavy-duty steam locomotive at a cost of approximately $150,000. We could have extended our electrification west from Harrisburg, Pa., to Altoona, including the required electric locomotives, for approximately $47,000,000. A 6,000-horsepower Diesel locomotive at that time cost something like $550,000. The price of coal was $2.00 a ton and, by reason of its abundant supply on our railroad, the hauls to consuming points were not excessive. To place the higher initial cost of Diesels against the lower initial cost of steam locomotives, or the $47,000,000 electrification project on the Middle division between Harrisburg and Altoona, at that time would have shown a doubtful 5 or 6 per cent annual saving.

Economics Greatly Altered

We came out of the war, and the economics were greatly altered. The cost of the $150,000 steam locomotive progressively increased to a $300,000 figure. The $47,000,000 cost of the electrification between Harrisburg and Altoona progressively increased to a $105,000,000 figure. The cost of the $550,000 Diesel progressively increased to a little over $600,000. The price of coal increased from $2.00 to $4.60 a ton. Wage rates increased 47.9 per cent from 1939 to 1946, and to 74.5 per cent as of today, on the Pennsylvania. The doubtful 5 or 6 per cent return on the Diesel against the other forms of motive power at the beginning of the war moved into a definite return of about 30 per cent at the end of the war; and, inasmuch as a large motive power program was required on our railroad to take care of obsolescence and increase operating efficiency, that is when we moved into the Diesel field — and in a big way. I would say we were deliberate in going into the Diesels but, by reason of the surrounding conditions cited, not necessarily slow.

Next, Truck Competition

What is being done to effectively combat highway competition?

Answer: Since the war the railroads have been compelled to seek increased freight rates. Most of these applications have been granted in part and on the basis of a percentagewise or blanket increase. This may result in rates for certain commodities between given points being in excess of truck competitive rates. The railroads are watching this situation and, where necessary, are preparing to adjust the tariffs.

The public and public officials are gradually coming to realize that the average citizen is being imposed upon by the heavy trucking industry. The heavy trucks not only usurp the highways, making driving unpleasant and hazardous, but the motorist and other taxpayers are overtaxed so as to compensate in part for the under-assessment of the heavy trucks. Governor Duff of Pennsylvania says that it costs $4,900 a year to maintain a mile of truck highway, against only $350 to maintain a highway for automobiles.

Every state has laws limiting the weight, dimensions and speed of trucks. Not all of these are enforced. The state highway departments and the railroads whose taxes support the highways have vigorously opposed the passage of new laws which would permit still larger and heavier trucks on the public highways. Public opinion is in favor of this position.

Finally, Will the Railroads Survive?

The public is beginning to insist that states enforce their own laws with respect to big overloaded trucks, and increasingly good results are being obtained in this field.

Briefly, what is today's railroad problem, and what are the railroad objectives to meet that problem, so that the industry will survive under our free enterprise system?

Answer: The railroads are a public service industry, and probably require regulation to a degree, but regulation demands modernization and flexibility to meet the ever-changing conditions of the industry. As a public service industry, we should continue to encourage a better understanding of our problems by the public.

If we are to remain a free enterprise transportation agency, we should receive fair treatment in competing with subsidized transportation agencies. There is a large volume of traffic available for all forms of transportation, and those that can provide demanded service at the lowest *full* cost are those that should

move the traffic. Rates and costs should be so related that adequate money will be available from earnings to maintain the property in a healthy state and maintain its credit. There should be money available from earnings and depreciation reserves, and perhaps to some extent borrowed, to take care of modernization and obsolescence, in order to provide the kind of efficient low cost rail service this country needs in times of peace, and so absolutely essential in times of war.

I am not a pessimist or an optimist. I have tried to be a realist.

Four Railroad Men Among Harvard Labor Fellows

Three members of the Brotherhood of Railway Clerks and one member of the Brotherhood of Maintenance of Way Employees are among 16 union-selected men who will take a 13-week course at Harvard University under its Trade Union Fellowship program for 1949-1950. The clerks' representatives are Robert J. Hall, Franklin Park, Ill.; Lloyd C. Murdock, Ogden, Utah, and James A. Wright, Louisville, Ky., while the B. M. W. E. representative is Thomas W. Danner, Catawba, N. C.

The program, designed to give union leaders a better understanding of labor-management relations and to provide training for executive responsibility, includes courses in labor law, collective bargaining, accounting and human relations, and seminars with labor, management and government leaders.

Rail-Laying Ceremony, 40 Years Overdue, to Be Held Nov. 1

No ceremony or celebrations were held 40 years ago when the Western Pacific rails eastward from Oakland, Cal., were met by those being laid westward from Salt Lake City, Utah, on a bridge at Spanish Creek, near Keddie, Cal. No decorated engines met head to head, no magnums of champagne were broached, and there was no gold spike. The ranking railroad man present was Leonard D. Tomasso, general foreman of the 150-man track gang, who hammered down a plain iron spike. Two women and their little girls who drove by in a buggy were the only outside witnesses.

On September 9 the same Mr. Tomasso, now a San Francisco (Cal.) businessman, traveled to the stage of the "Wheels-A-Rolling" pageant at the Railroad Fair in Chicago aboard the vista-dome "California Zephyr" streamliner, and was presented an engraved silver spike maul. On November 1 he will return to Spanish Creek and use his gleaming silver sledge hammer to drive a special ruby spike to symbolize the W. P.'s fortieth birthday. A crowd will be there this time, as well as engines. Old No. 94 which pulled the first train down the canyon, the "Jupiter" from the gold spike scene at the Fair and the "California Zephyr" are scheduled to appear.

N.Y.C. Supervisors Will Learn How to "Be Better Bosses"

As another step in its program of helping employees to do their jobs better, the New York Central is inaugurating for supervisory personnel a 10-unit correspondence course entitled "Be a Better Boss!" Prepared under the direction of L. W. Horning, vice-president of personnel and public relations, the course provides hundreds of "tips" on what employees expect of their supervisors, and what supervisors should ex-supervisors have in further improving themselves, and their relations with both employees and the public."

The Central's supervisors will do their "back-to-school" work by mail because they are scattered along the railroad's 11,000-mi. right-of-way in 11 states and two provinces of Canada.
pect from their employees.

"As the result of a single advance announcement that the course soon would be ready, more than 3,000 Central supervisors from all ranks and all departments enrolled for this entirely voluntary home work," Mr. Horning disclosed. "This demonstrates the exceptional interest that all types of railroad

The course is divided into 10 separate sections, each dealing in easy-to-read style with a major phase of the railroad supervisor's job. Each unit concludes with a set of 10 questions, to be answered and sent to the personnel department in New York. As one set of answers is received and graded, the next installment is mailed to the enrollee. Upon finishing the 10 installments, with an average of 70 per cent or more of all questions answered correctly, the enrollee will receive a card-sized certificate signifying successful completion of the study. To help retain the knowledge gained, each graduate will receive in addition a card prepared for his desk top, summarizing key points, and will file the units in a binder provided so that the course may be used in future for reference purposes.

Many of the sections begin with a true-to-life story about a situation involving the right, or wrong, kind of supervisory action. From the story are drawn a number of practical lessons to help anyone concerned with directing the efforts of other employees. The subjects of the 10 divisions are It's a Big Job; The Days Ahead; Understanding People; Learning to Lead; Lessons in Leadership; How to Build Employee Morale; How to Deal with People; How to Handle Problems; Tips on Problems You Face, and How to Induct and Train Employees.

Road Fined for "Falsifying"

Fines totaling $5,000 were imposed upon the Buffalo, Union-Carolina on September 19 in the federal district court for the western district of South Carolina, following its plea of nolo contendere to five counts contained in an information filed against it, according to information received by the Interstate Commerce Commission. The commission's notice by Secretary W. P. Bartel said that the information, filed under Section 20 (7) of the Interstate Commerce Act, charged the B.U.-C. with falsifying records which purported to show that it had transported shipments of cotton from Union, S. C., to Buffalo, upon which it was entitled to receive from the Southern a division of the joint through rates on cotton originating at points in Texas and Louisiana, whereas the B.U.-C. had not transported said cotton and was not entitled to any portion of the joint through rate on the shipments described in the information.

Short Lines Intervene In Ogden Gateway Case

The Interstate Commerce Commission has permitted the American Short Line Railroad Association to intervene in the No. 30297 proceeding which involves the complaint whereby the Denver & Rio Grande Western seeks to have the commission open the Ogden, Utah, gateway by requiring the Union Pacific to participate in joint through rates via that gateway on traffic between so-called Colorado common points, or points east thereof, and points in Idaho, Montana, Oregon, Washington and British Colum-

On November 1, 1909, Western Pacific rails from east and west met at Spanish Creek bridge in California's Feather River canyon. Leonard D. Tomasso, general foreman of the track gang, is at the extreme right

bia. As noted in the *Railway Age* of October 1, page 52, the commission has assigned the case for hearing at Salt Lake City, Utah, on December 12.

In its petition for leave to intervene, the Short Line Association, of which the D. & R. G. W. is a member, asserted that its member roads "are vitally interested in the issues presented in this proceeding, with respect to the maintenance of routes and rates, and fair and reasonable divisions of revenues, with particular reference to the establishment and maintenance of competitive joint through rates, and have, for many years, actively supported legislation which would give to this commission the authority to act in such a way as to promote the public interest." In the latter connection, the short lines were among the principal sponsors of the Transportation Act of 1940's so-called through-routes provisions which gave the commission power to prescribe through routes and joint rates without reference to the short-hauling of any carrier—if it found such routes necessary to provide "adequate, and more efficient or more economic, transportation."

Radio Between Cities On Rock Island

Microwave relay equipment for radio communication between Goodland, Kan., and Norton, 110 mi., is being installed by the Chicago, Rock Island & Pacific. This section was chosen for the first installation because of the severe damage to line wires and pole lines by ice, sleet and snow storms. In addition to terminal stations at Goodland and Norton, automatic repeater stations will provide communications for intermediate points.

The radio equipment, including the repeater stations furnished by the Philco Corporation, will provide five voice channels, one control and one telemetering channel, and can be expanded to handle up to 32-voice channels, plus a number of telegraph, Teletype and other circuits. Microwave relay systems have been used previously for other purposes, but the Rock Island claims its project is the first permanent installation for railroad service.

Montreal-Boston Trains to Be Dieselized on C.P.R.

Canadian Pacific-Boston & Maine passenger trains between Montreal, Que., and Boston, Mass., will become the first main-line passenger trains in Canada to be powered by Diesel-electric locomotives specially designed for passenger service, when three of the latest type Electro-Motive Diesels are delivered in November, N. R. Crump, vice-president of the C.P.R., has announced.

The three 2,250-hp. locomotives will complete Dieselization of the C.P.R.'s 171-mi. run between Montreal and Wells River, Vt. The change-over from steam began last June and there are now 12 1,500-hp. road freight units, five 1,500-hp. road switchers and three 1,000-hp. yard switchers in operation. In addition to other work, the road switchers power local passenger trains between Montreal and Newport, Vt. The new passenger units will pull the "Alouette" and "Red Wing."

750-Hp. Switcher Added To Lima-Hamilton Line

Lima-Hamilton Corporation has introduced a 750-hp. Diesel switching locomotive, and has reported orders for two of these units from the Cincinnati Union Terminal Company. Delivery of the first unit is scheduled for December 1.

The new switcher, according to Lima-Hamilton, is, as nearly as possible, a duplicate of the company's 1,000-hp. design, with maximum interchangeability of parts between the two models. All dimensions are the same, with the chassis, hood, and truck frames identical. The engine of the new 100-ton locomotive is a six-cylinder version of the eight-cylinder in-line engine used in the 1,000-hp. unit, with 9-in. by 12-in. cylinders, pressure charging, and intercooling of air between compressor and intake manifold. The engine of the new switcher is conservatively rated at 900-hp. at 950 rpm. The new locomotive develops 750 bhp. for traction.

Electrical equipment of both the 750- and 1,000-hp. units is Westinghouse, and is identical insofar as possible. Starting tractive force at 30 per cent adhesion is 60,000 lbs., and continuous tractive force is 34,000 lbs. at 6.1 m.p.h. The 750-hp. switcher is available for multiple-unit operation, including electrically controlled sanding between units, and also with left-hand, as well as right-hand, operation position if desired.

Faricy Receives Plaque From French "Merci Train"

William T. Faricy, president of the Association of American Railroads, was presented on October 3 with a plaque

from the French "Merci Train." The presentation was made in Mr. Faricy's office by Salvind O. Olson, chairman of the District of Columbia Merci Train Committee, who said that the plaque was a token of appreciation for the service which the railroads performed in transporting the cars of the train to each state capital and for the assistance extended by the A.A.R. in welcoming the train to Washington, D. C.

In accepting the plaque, Mr. Faricy declared that the railroads were glad to have been of help in this "worthy undertaking," which "accomplished a great deal in cementing friendly relations between the people of France and those of the United States."

The "Thank You" Train carried a car for each state and the District of Columbia, and was sent as an expression of gratitude for the "Friendship Train" which America sent to France.

Bayer to Speak at Omaha Forum

Robert J. Bayer, editor of Traffic World, will address the national transportation forum to be held at Omaha, Neb., on October 28 on "The Public Interest in Transportation." Mr. Bayer's address will be in addition to those by representatives of various forms of transportation, as listed on page 68 of the *Railway Age* for October 1.

L. E. Hurtz, president of Fairmont Foods Company, and general chairman of the Transportation Association of America's Central-West Regional Forum, will act as toastmaster at the luncheon to be held in connection with the forum.

Budd Donates Library to Northwestern University

Ralph Budd, retired president of the Chicago, Burlington & Quincy and now board chairman of the Chicago Transit Authority, has presented his personal library of 2,400 volumes to Northwestern University. The library includes, among other material, a collection of plans, original photographs, and unpublished engineering reports dealing with the Cascade tunnel of the Great Northern, which Mr. Budd planned and which became the longest tunnel in the Western hemisphere. Books on early travels, personal narratives, maps and society publications make up the bulk of the library.

N. Y. C. Marks Centenary Of Hudson River Railroad

September 30 marked the hundredth anniversary of the establishment of regular train service between New York and Peekskill, N. Y., 40 mi., via the Hudson River Railroad, one of the earliest units of the present New York Central system. In announcing the anniversary, the N. Y. C. took occasion to point out that commutation fares are lower today than 100 years ago, a single ride on a 60-trip ticket costing 27.86 cents in 1949 against 34 cents in 1850. Meantime, monthly wages of brakemen and conduc-

THE ARMED FORCES LOOK AHEAD

Between December, 1941, and August, 1945, 324,891,000 tons of freight were moved within the United States on War Department bills of lading. In March, 1945, alone, the peak month, over 11,000,000 tons of freight were so moved.

During this same 45-month period, the railroads and buses handled in excess of 33 million Army and Air Force passengers. In addition 10,352,146 passengers were transported round trip to and from the various theaters of war.

If we are forced into another war, it is not likely that the distances will have shrunk. The trips will probably take less time but more fuel. There will be vast problems of transportation by sea and air and land, within and without the continental limits of the United States. We certainly do not intend to have the war fought on our own soil. In that case, we must be prepared to support operations at tremendous distances.

How do we plan to do it? The basic answer is by increased cooperation. That cooperation must be between the services and with the American transportation industry. We cannot afford the luxury of parallel means of transportation for the three services, nor can we build up an adequate military transportation system, with full complement of personnel and equipment. As in World War II, we shall have to rely in large measure on the civilian transportation set-up.

All land transportation of the Army and the Air Force is now coordinated by the Army Transportation Corps and the Joint Chiefs of Staff have under study the problem of whether or not to expand this function to include land transportation of the Navy. We are trying to do the same thing for all items of common use.

When I was first on active duty in the last war, we were preparing an outfit to go to Australia to establish a supply base. We succeeded in getting an outstanding officer from one of the big trucking concerns and we managed to get the loan, for the duration of the war, of the present president of the Erie Railroad. I will not try to pretend to you that we would not do the same thing if there is a next time. We know very well that the small Transportation Corps which we now have in the Army could not carry the load. It would be wrong for us to have so large a peacetime Army that it would not have to be expanded in time of war. We are most grateful for the skills which you put at our disposition during the last war, and we rely on being able to do the same thing again, if we have to.

—From an address by A. S. Alexander, assistant secretary of the army, on October 4, at the fourth annual convention of the National Defense Transportation Association at Atlanta, Ga.

tors on similar runs have increased, respectively, from $25 to $350 and from $50 to $400; while the cost of coaches has risen from less than $3,000 to about $100,000 and of locomotives from $17,000 to $450,000 for a Diesel-electric.

Freight Car Loadings

Loadings of revenue freight in the week ended October 8 totaled 574,228 cars, the Association of American Railroads announced on October 13. This was a drop of 83,900 cars, or 12.7 per cent, under the previous week, a decline of 317,423 cars, or 35.6 per cent, below the corresponding week last year, and a decrease of 382,634 cars, or 40 per cent, under the equivalent 1947 week.

Loadings of revenue freight for the week ended October 1 totaled 658,128 cars, and the summary for that week as compiled by the Car Service Division, Association of American Railroads, follows:

REVENUE FREIGHT CAR LOADINGS

For the week ended Saturday, October 1			
District	1949	1948	1947
Eastern	119,920	160,316	165,961
Allegheny	115,696	189,170	197,031
Pocahontas	20,289	68,907	71,436
Southern	103,769	132,825	138,621
Northwestern	128,959	145,908	149,976
Central Western	120,163	139,914	148,442
Southwestern	49,332	71,826	70,988
Total Western Districts	298,454	357,648	369,406
Total All Roads	658,128	908,866	942,455
Commodities:			
Grain and grain products	54,867	49,253	50,477
Livestock	15,192	18,278	22,249
Coal	33,522	176,230	184,305
Coke	9,246	14,815	14,305
Forest products	40,724	47,158	49,299
Ore	51,660	71,249	70,693
Merchandise l.c.l.	88,107	112,353	121,879
Miscellaneous	364,810	419,530	429,248
October 1	658,128	908,866	942,455
September 24	661,472	908,592	937,954
September 17	743,022	909,989	931,072
September 10	624,197	789,011	922,379
September 3	703,930	895,131	808,939
Cumulative total 39 weeks	27,811,456	32,225,035	33,360,699

In Canada.—Carloadings for the week ended October 1 totaled 89,594 cars, as compared with 85,993 cars for the previous week, and 1,167 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
October 1, 1949	89,594	30,143
October 2, 1948	90,761	35,917
Cumulative totals for Canada:		
October 1, 1949	2,898,710	1,200,124
October 2, 1948	2,994,768	1,339,913

RR Women Hold Meeting

The National Association of Railroad Women, meeting October 2 to 6, inclusive, at Montebello, Can., elected Irene L. Rieke, assistant secretary of the Minneapolis & St. Louis, as its president for the coming year. Twenty-three women representing 14 railroads attended the meeting.

Speaking to the group, F. H. Baird, general passenger traffic manager of the New York Central, pointed out that railroad people should "spread the gospel of how the John Q. Public tax dollar is spent." He emphasized that railroads are no longer a monopoly, and that inroads into railroad passenger and freight business are being made by private cars, buses and trucks.

G. A. MacNamara, vice-president—traffic of the Canadian Pacific, outlined the history of that road's rail, steamship and air line business.

The following other association officers were elected for the coming year: first vice-president, Mrs. Inez DeVille, field editor, Baltimore & Ohio Magazine; second vice-president, Mrs. Vera Elvert, superintendent of hostess service, Gulf, Mobile & Ohio; secretary, Mrs. Catherine K. Krimm, secretary to president, Western Maryland; treasurer, Miss Eleanor L. Hunter, assistant to secretary, Illinois Central; and member at large, Mrs. Edith J. Alden, secretary and assistant treasurer, Chicago, Burlington & Quincy.

Recommend RRs and Shippers Join in Clean Car Program

A cooperative railroad-shipper program calling for the complete removal from freight cars of all dunnage and debris after lading has been removed was recommended at the recent meeting in Houston, Tex., of the Southwest Shippers Advisory Board. The joint loss and damage prevention committee, which made the recommendation, also reiterated the plea that consignees, upon receipt of shipments in bad order condition, notify the shippers of the particulars. If possible, it said, the cause of damage and recommendations for preventing repetition should be forwarded to the shipper.

M.P. and Unions Resume Talks at Request of Governors

On October 10, representatives of the strike-bound Missouri Pacific and of the four striking operating unions resumed direct negotiations on the 282 brotherhood claims which precipitated the walkout on September 9. The renewal of talks followed a conference in St. Louis, Mo., of governors of the states affected by the tieup, and marked the first time since September 3 that the disputed issues had been discussed by the two parties.

The governors' recommendation, which was quickly accepted by both the railroads and unions, was as follows: "We recommend and strongly urge, and public interest demands, that both parties enter immediately into negotiations in good faith in an effort to settle the issues involved to the end that the strike may be speedily terminated.

"We further recommend that at the conclusion of such negotiations the parties mutually agree on the method of disposition of any cases on which no agreement has been reached by negotiations. When such method of disposition, whether by arbitration, mediation, sub-

mission to the Railway Adjustment Board, or any other method is agreed upon, the strike shall be immediately terminated."

Four Killed as Washout Derails "Imperial" in Kansas

A flash flood on October 10 washed out a section of Chicago, Rock Island & Pacific track near Meade, Kan., causing derailment of the road's "Imperial" eastbound from Los Angeles, Cal., to Chicago. Three passengers and one dining car crew member were killed as the locomotive and seven cars of the 12-car train left the track at about 2:15 a.m. Some 30 passengers were injured.

Conductor's "Firing" Upheld In Bomb Incident

An emergency board has reported to President Truman that the Monongahela Connecting was justified in discharging a conductor on whose train a brakeman was killed by the explosion of materials out of which the brakeman intended to make a "firecracker" or "boomer." While there were other issues, the board identified the dispute over the manner in which the carrier conducted disciplinary investigations against this conductor as the "important" phase of the controversy which brought a strike threat from the Brotherhood of Railroad Trainmen, representative of the employees involved.

The strike, set for September 10, was postponed when President Truman on September 9 issued the executive order which created the emergency board. Members of the board were Chairman Harry H. Schwartz, former member of the National Mediation Board, Francis J. Robertson, and Andrew Jackson.

While they noted that the matters in issue were within the jurisdiction of the National Railroad Adjustment Board, they nevertheless felt justified in making the finding mentioned above, because that case had "assumed a place in the relationship between the carrier and its employees far out of proportion to that generally attributed to a grievance involving disciplinary action taken against one employee." The other grievances involved the dismissal of another conductor for leaving his train and the property during working hours without permission, and claims of five other employees for the application of punitive overtime rates of pay in connection with some work they had done. The board recommended that these cases be submitted to the Adjustment Board, "if agreement cannot be reached thereon."

The conductor discharged as a result of the brakeman's death was W. J. Legge, Jr. According to the board's report, Mr. Legge, who was in charge of a 16-car freight train on April 7, 1949, "observed two angle irons, a piece of pipe and some fuses . . . in the possession of Brakeman J. A. Herleman and was aware of the fact that Brakeman Herleman intended to make a 'firecracker' or 'boomer.'" Conductor Legge, the report continued, "made no effort to hold up the movement of the train until the material was turned over to him, or at least removed from the train." Subsequently, while the train was moving, there was an explosion which killed Brakeman Herleman.

After the second of two investigations, Conductor Legge was discharged for violation of one of the road's operating rules which makes conductors responsible "for the conduct and work of men employed" on their trains. Another basis for the dismissal was a finding that Conductor Legge had given "false testimony" at the first of the two inquiries. The brotherhood contended that the first investigation should have settled the case, and that the holding of the second inquiry placed Conductor Legge in "double jeopardy" so far as the alleged violation of the operating rule was concerned. As to the "false testimony" charge, the brotherhood said "there is no rule on the subject." The union also contended that the applicable investigation rule was further violated in that the investigations were conducted by a vice-president of the road (J. L. Sorensen), the officer who also acted upon the appeal in the case. "Actually, in our opinion," the board said, "the brotherhood is not so much concerned with the discipline imposed as it is with the alleged violation of the investigation rule."

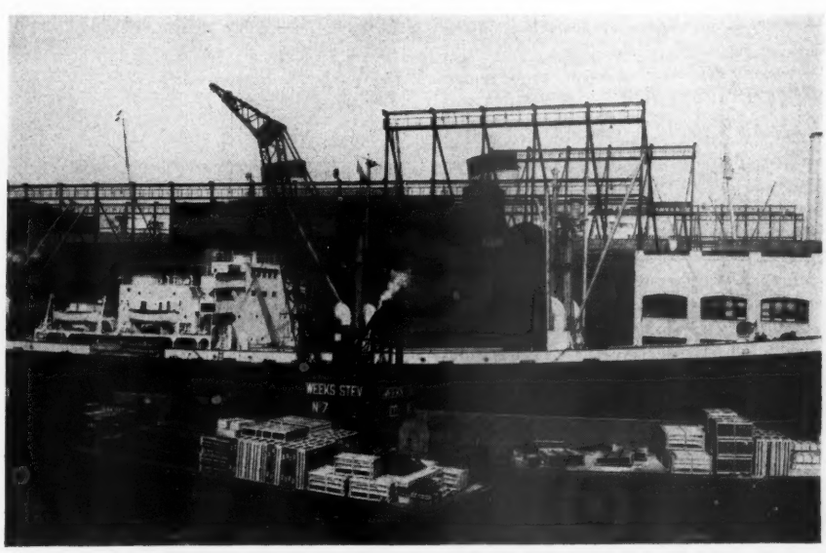
As to that, the board found that the carrier's first investigation of the explosion "was not an investigation of 'charges'" against Conductor Legge. As to the role of Vice-President Sorensen, it found nothing in the language of the rule which prohibits a vice-president from acting as a hearing officer; but it thought "the spirit and contemplation" of the rule "indicate to some extent" that an officer of lower rank than a vice-president would conduct the hearing, and that appeals would go to the vice-president. It recommended that future investigations be conducted on that basis. Meanwhile, the board found that the procedure followed in the Legge case did not result in depriving the dismissed conductor of a fair trial. "The accused," it said, "was afforded the right of representation in all of the hearings and in all other respects accorded the rights traditionally recognized in American jurisprudence as accruing to an accused party. Proof of guilt was substantial."

South Buffalo Inquiry Discontinued by I.C.C.

The Interstate Commerce Commission has discontinued its 11-year-old investigation of practices and operations of the South Buffalo, which serves principally the Lackawanna, N. Y., plant of its parent, the Bethlehem Steel Company. The proceeding was Ex Parte No. 128; it was instituted November 7, 1938, and the discontinuing order, dated October 3, said "there is reason to believe that the record . . . is not sufficiently representative of present day conditions to warrant findings respecting the lawfulness of respondent's existing practices."

The order went on to state that any further inquiry into the road's services to the Bethlehem plant would become part of the terminal-services phase of the commission's general Ex Parte 104 investigation of railroad practices affecting operating revenues and expenses. A supplemental report in that proceeding could be issued with respect to South Buffalo practices "if found necessary," the order added.

When the order was issued, the com-



Two of 20 all-welded steel scows recently placed in New York harbor lighterage service by the Delaware, Lackawanna & Western. Built by the Dravo Corporation, Pittsburgh, Pa., the scows are 112 ft. long by 32 ft. wide, with reinforced steel decks. They are capable of handling up to 650 tons each

mission had before it two proposed reports recommending different findings as to the legality of the practices involved. The reports were made by Examiner Charles W. Berry, who would have had the commission condemn as unlawful some of the practices; and by Examiner George J. Hall, who recommended findings to the effect that, generally speaking, the practices which were criticized by the commission's field investigators had been discontinued. (See *Railway Age* of June 4, page 53.)

Railroads Lay Off 94,000 Men Because of Coal-Steel Strikes

Approximately 94,000 employees of 36 railroads in the United States had been furloughed because of the coal or steel strikes as this issue of *Railway Age* went to press. A tabulation by individual railroads of the approximate number of employees furloughed by each, derived from answers to a questionnaire distributed by this paper, follows:

Baltimore & Ohio	13,000
Bessemer & Lake Erie	800
Central of New Jersey*	900
Chesapeake & Ohio	8,500
Chicago, Burlington & Quincy	225
Chicago, Milwaukee, St. Paul & Pacific	265
Chicago, Indianapolis & Louisville	50
Chicago & Eastern Illinois	79
Chicago & Illinois Midland	372
Chicago & North Western	251
Delaware & Hudson	400
Duluth, Missabe & Iron Range	1,815
Elgin, Joliet & Eastern	3,845
Erie	830
Great Northern	950
Gulf, Mobile & Ohio	50
Illinois Central	3,000
Lehigh Valley	350
Louisville & Nashville	4,400
Minneapolis, St. Paul & Sault St. Marie	125
Monongahela	665
Montour	300
New York Central	4,800
New York, Chicago & St. Louis	849
Norfolk & Western	5,892
Pennsylvania**	15,000
Pittsburgh & Lake Erie	3,700
Pittsburgh & West Virginia	142
Reading	1,620
Southern	600
Union Pacific	100
Union (Pittsburgh, Pa.)	1,425
Virginian	2,000
Western Maryland	2,180
Western Pacific	200
Wheeling & Lake Erie	1,073

*Including the Central of Pennsylvania.
**Figure for this road includes furloughs caused only by the coal strike.

August Truck Traffic

Motor carriers reporting to American Trucking Associations transported in August 3,497,043 tons of freight, an increase of 17.8 per cent above the previous month's total of 2,968,818 tons and of 5.9 per cent above the 3,300,796 tons hauled in August, 1948. The figures, according to A.T.A., are based on comparable reports received from 342 truckers in 42 states.

Canadian 40-Hr. Demand Goes to Conciliators

Humphry Mitchell, Canadian minister of labor, has announced the appointment of conciliation officers to deal with a dispute concerning wages and working hours between 12 non-operating railway labor unions and the principal Canadian railroads, including the Canadian National, Canadian Pacific, Ontario Northland and Toronto, Hamilton & Buffalo.

The appointments were made under the industrial relations and disputes investigation act at the request of F. H. Hall, chairman of the committee representing the unions. The union demands, affecting some 112,000 "non-op" employees, include the establishment of a 40-hour week with pay increases to provide the same take-home pay as the present working hours, and in addition a general wage increase of 7 cents per hour. The present work week is 44 hours in car and locomotive shops and 48 hours for other "non-op" crafts.

Canadian Rate Increase Appealed by C.P.R.

The Canadian Pacific has challenged the recent decision of the Board of Transport Commissioners approving a temporary general freight-rate increase of 8 per cent in Canada (reported in *Railway Age* of September 24, page 65). The challenge takes the form of an application to the board for authority to submit the case to the Supreme Court of Canada, and a hearing on the application has been set for October 17. The carrier contends that the board failed to fulfill its responsibilities by not giving a final decision in the case, which is described as the most involved rate controversy in Canadian history. The Canadian National, which had joined the C.P.R. in the rate-increase application and in the presentation of supporting testimony, has not joined in the application to get court action on the board's award.

The C.P.R. said "irreparable injury" to the road would result from the delay before the board makes its final pronouncement on the railroads' application for a 20 per cent increase, and it asked that the following issues be considered by the Supreme Court:

1. Is it the duty of the Board of Transport Commissioners under the Railway Act, upon application by the railway companies subject to its jurisdiction, to determine whether and to what extent an increase in freight rates should be authorized because of changing conditions or cost of transportation?

2. If so, did the board fail to perform that duty in respect of the application of the Railway Association of Canada dated July 27, 1948, for authority to make a general advance of 20 per cent in freight rates, when by its judgment dated September 20, 1949, it postponed the final determination of the said application until the investigations, studies and determination of the several matters referred to in the said judgment have been completed?

MAINTENANCE OFFICERS VIEW WEED CONTROL TEST.—A number of maintenance officers representing roads in nearly every section of the country participated in a recent inspection trip over the Harrisonburg branch of the Southern to view the results of tests of various weed-killing chemicals. This project includes 36 test sections, each ¼ mi. in length, on which the chemicals have been sprayed; the continuous nature of the test stretches makes for ready comparison of the results. This series of tests is one of six such projects now under way at widely scattered locations on the Southern's line. The research program is sponsored by the R. H. Bogle Company, manufacturing chemists, Alexandria, Va., in cooperation with Virginia Polytechnic Institute

Railroad and Bank Executives To Address Treasury Officers

Marion J. Wise, president of the Central of Georgia, and two vice-presidents of the Association of American Railroads —E. H. Bunnell of the Finance, Accounting, Taxation and Valuation Department and Robert S. Henry of the Public Relations Department—will be speakers at the thirty-eighth annual meeting of the A.A.R. Treasury Division, which will be held October 26-28 at the General Oglethorpe Hotel, Savannah, Ga. Other addresses will be those of W. Arthur Grotz, vice-president of the Chase National Bank, New York, and the division's chairman, J. M. Salter, treasurer of the Kansas City Southern.

Messrs. Wise and Henry will speak at the meeting's opening session, when the program also calls for addresses of welcome by Governor Herman E. Talmadge of Georgia, and Mayor Olin F. Fulmer of Savannah. Messrs. Bunnell and Grotz will speak at the October 27 session, while Chairman Salter will be heard at the closing session on the following day. The program also calls for the presentation of reports by the division's various standing committees. K. M. Sisterhenm, treasurer of the C. of Ga., is chairman of the committee on arrangements for the meeting.

Additional General News appears on pages 84, 86, 88, 90 and 92.

OVERSEAS

Australia.—Following successful experiments undertaken two years ago, the Victorian government railways are making extensive use of aerial photography in connection with survey work. The new technique is both speedier and less costly than standard methods of ground survey, and sufficient experience has been gained to develop means of "rectifying" scale variations resulting from movements of the airplane carrying the camera and from effects of photographic processing. "Excellent results" were obtained, it is stated, by using a plane with a minimum flying speed of 80 m.p.h. and a camera of 12-in. focal length, producing negatives 8½ in. by 6½ in. with a scale of 100 ft. per inch. The aerial survey program is scheduled to cover the Melbourne-Geelong line this year, as its electrification and partial double-tracking are under study. Other surveys are planned, particularly in the Melbourne suburbs.

ORGANIZATIONS

The **Controllers Institute of America** has announced the election of Joseph T. Mahaney, vice-president, accounting and finance, of the Missouri-Kansas-Texas, St. Louis, Mo., as secretary of the institute's St. Louis Control. Other railroad executives who have been elected directors of local controls include John A. Tauer, comptroller of the Great Northern, Twin Cities (St. Paul-Minneapolis, Minn.), and Hugh J. Ward, deputy comptroller, Pennsylvania, Philadelphia, Pa.

The annual meeting and election of officers of the **Railway Club of Pittsburgh** will be held on October 27, at 8 p.m., at the Fort Pitt Hotel.

The **Quaker City Association of Railroad Men** will hold its fall outing and Halloween party at the Hotel Jefferson, Atlantic City, N. J., on October 29 and 30.

The annual dinner of the **Transportation Association of America** will be held at the Stevens Hotel, Chicago, on November 30, followed on December 1 by the association's annual membership luncheon and board of directors meetings. Other meetings scheduled by the T.A.A. include its annual Allegheny area meeting at the William Penn Hotel, Pittsburgh, Pa., on November 4, with James L. Madden, of New York, chairman of the association's board of directors and vice-president of the Metropolitan Life Insurance Company, as the principal speaker; the second meeting of the Pacific Slope Regional Forum at Los Angeles, Cal., on November 9, and the organization dinner of the Rhode Island chapter of the New England Regional Forum, under the auspices of the Associated Industries of Rhode Island, at the Providence-Biltmore Hotel, Providence, R. I., on November 21.

The **First Rocky Mountain Conference on Industrial Health** will be held in the Chamber of Commerce building, Denver, Colo. October 31, November 1 and 2. This conference sponsored by the Division of Industrial Medicine of the University of Colorado State Department of Health, Colorado Manufacturing Association, Colorado Chamber of Commerce, and the Denver Chamber of Commerce, will consist of five successive sessions open to company executives, company attorneys, safety engineers, personnel managers, and plant physicians.

The 37th annual convention of the **National Safety Council** will be held in Chicago, October 24-28. Gustav Metzman, president of the New York Central, will be one of the speakers.

Harry F. Chaddick, president of the American Transportation Company, Chicago, was elected president of the **National Defense Transportation Association** at the recent board of directors meeting. The following vice-presidents also were elected: Arthur H. Gass, chairman of the Car Service Division, Association of American Railroads; John K. Hiltner, general traffic manager, U. S. Pipe & Foundry Co., and S. Duvall Schell, vice-president of the National Federation of American Shipping. The association has announced that San Francisco, Cal., will be the scene of its 1950 convention.

The **Canadian Railway Club** will hold its next meeting on October 17 at 8 p.m., in Cardy Hall, Mount Royal Hotel, Montreal, Que. Arthur J. Hills, chairman, Canadian Affiliate, the World Calendar Association (International), will speak on "Calendar Reform."

L. K. Sillcox, vice-president of the New York Air Brake Company, will present a paper entitled "Power Time and Profile" at the next meeting of the **Southern & Southwestern Railway Club**, to be held on November 17, at 10 a.m., in the Rainbow Roof, Ansley Hotel, Atlanta, Ga.

The annual meeting of the **Fire Protection and Insurance Section, Association of American Railroads**, will be held at the Ambassador Hotel in Atlantic City, N. J., October 18, 19 and 20.

"The Railroads' Journal Bearing Problem" will be the subject of an address by P. M. Shoemaker, vice-president of the Delaware, Lackawanna & Western, at the next meeting of the **New York Railroad Club**, to be held at 8 p.m. on October 20, in the auditorium—Engineering Societies building, 33 West 39th street, New York. The program also includes an illustrated talk by E. S. Pearce, president of Railway Service & Supply Corp., on "Solid Type Journal Bearing Assembly" and a discussion on the subject "Contributions of Roller Bearings to Efficient Railroad Service" by Dr. O. J. Horger, chief engineer, railroad division, of the Timken Roller Bearing Company.

SUPPLY TRADE

The **Detrex Corporation**, Detroit, Mich., has appointed **E. H. Ehlert** as regional manager of industrial cleaning equipment and chemical sales for Midwestern states, with headquarters in Chicago.

Alonzo J. Edgar, works manager of the Benton Harbor Malleable Iron Company since 1946, has been appointed general manager of the **Hunt-Spiller Manufacturing Company**, Boston, Mass.

The **Bullard Company** has appointed **M. K. Peck** to supervise and activate sales of the recently acquired Bullard-Universal horizontal boring machine line. From 1935 to 1947, Mr. Peck was associated with William Sellers & Co. of Philadelphia, Pa., as an assistant in sales with duties also of service engineering. In the latter year, when the Consolidated Machine Tool Corporation of Rochester, N. Y., absorbed the William Sellers Company, Mr. Peck was transferred to Rochester, where he continued in his former capacity until his present appointment.

John A. Roebling's Sons Company, Trenton, N. J., has opened a new office and warehouse in Cincinnati, Ohio, at 3253 Fredonia avenue. **W. K. Hanna**, formerly head of the Pittsburgh, Pa., branch, has been appointed manager of the new office.

The **Corning Glass Works** has established two new departments—lamp sales and electronic sales—to handle sales activities of the electrical products division. **Thomas S. Wood**, associated with the company for the past 20 years and in electrical product sales since 1941, has been appointed manager of the lamp sales department, and **John S. Muller**, a member of the technical products sales staff since 1941, has been appointed manager of the electronic sales department. The company also has announced a series of organizational changes in the sales staff of the technical products division. **William H. Tomb, Jr.**, in addition to his present duties as manager of specialty products section of the division, has assumed the position of manager of the appliance parts department of this section, to replace Mr. Muller; **John P. Hoxie**, formerly senior sales engineer, has been appointed product manager of railroad and industrial sales; **Robert W.**

Jani, formerly sales engineer, appointed service manager of railroad and industrial sales; **J. Donald Pisula,** formerly senior sales engineer, railroad and industrial sales, appointed project sales engineer, specialty products sales; **Daniel J. Lammon,** formerly Central district sales engineer, standard products section, appointed senior sales engineer, appliance parts sales, and **Robert L. Callard,** formerly senior sales engineer, railroad and industrial sales, appointed assistant manager of plant equipment sales.

The **Multi-Vent Division** of the **Pyle-National Company** has announced the appointment of 10 additional manufacturer's representatives, placing sales of that division on a national basis. The new representatives are: **J. P. Ashcraft Company,** 2826 Fondren Drive, Dallas, Tex.; **R. M. Brand Company,** Tucson, Ariz.; **Joseph P. Maguire,** 615 Commercial Place, New Orleans, La.; **E. H. Norton,** 616 Lloyd Building, Seattle, Wash.; **Pacific Scientific Company,** 1430 Grande Vista avenue, Los Angeles, Cal.; **J. Arch Colbrunn,** 1605 McLemore avenue, Memphis, Tenn.; **Francis J. Fallquist,** 507 Kuhn Building, Spokane, Wash.; **Thomas E. Price,** 11 Oak Court, Houston, Tex.; **Northwest Furnace Supply Company,** 911 Northwest Hoyt street, Portland, Ore.; and **S. C. Pardee,** Sharon Building, San Francisco, Cal.

OBITUARY

George Robert York, sales representative for the Bullard Company, died on September 25. He was 37 years old.

ABANDONMENTS

Florida East Coast.—Examiner A. G. Nye has recommended in a proposed report that Division 4 of the Interstate Commerce Commission authorize this road to abandon a 1.8-mi. line from East Palatka, Fla., to Palatka and operation under trackage rights over 0.79-mi. of Atlantic Coast line track in Palatka. The report said that in 1948 underwater inspections of the piers of a bridge on the branch revealed that the grillage had been attacked by marine borers which weakened the end piers to such an extent that train operations were suspended on November 27, 1948, and that resumption of service over the branch would entail large capital expenditures which the F.E.C. can "ill afford" to make at this time. Palatka is also served by the A.C.L. and the Georgia Southern & Florida.

Ohio & Morenci.—Division 4 of the Interstate Commerce Commission has denied this road's application for authority to abandon its entire line extending from a point near Berkey, Ohio, to Morenci, Mich., 21 mi., and 1.7 mi. of industrial track in Blissfield, Mich. The commission's report said that the O.&M. had originally acquired the property for $33,450, and added that "it is obvious" that Summer & Co., the road's sole stockholder, "now desires to procure $242,800 through salvage of the properties." Further, the report said, the results of operation do not support O.&M.'s contention that the line has been operated at a loss, adding that these results show "considerable profits, rather than losses." Thus, in denying the application, the commission followed the recommendations of Examiner J. A. Prichard's proposed report (see *Railway Age* of April 23, page 59). The commission said that the O.&M. should continue operation for not less than two years in order to afford the remaining shippers an opportunity to demonstrate whether they can furnish sufficient traffic to support such operation.

Division 4 of the Interstate Commerce Commission has **authorized:**

Central of New Jersey.—To abandon a 4.3-mi. section of its Cumberland and Maurice River branch from near Mauricetown, N. J., to a point near Bivalve. The commission's report said "it is clear that neither the present nor prospective volume of traffic on the segment is sufficient to warrant its retention."

The interior of one of eight new twin-unit dining cars, costing about $135,000 each, being put into service by the Pennsylvania

CAR SERVICE

I.C.C. Service Order No. 842, effective from October 6 until December 6 unless otherwise modified, directs railroads handling trainload shipments of bauxite ore concentrates from the Reynolds Metals Company at Bauxite, Ark., to forward each individual carload, consisting of part of a trainload shipment, within 24 hours after the first 7:00 a.m. after the car is loaded. Under the order the trainload rate will still apply if cars comprising a minimum trainload [1,800 tons] are forwarded within 72 hours after the first 7:00 a.m. after the first car is loaded. The order was found necessary because the assembling of the cars for movement as trainloads was "impeding the use, control, supply, movement, distribution, exchange, and interchange of such cars."

EQUIPMENT AND SUPPLIES

FREIGHT CARS

6,141 Freight Cars Delivered in September

Freight cars for domestic use delivered in September totaled 6,141, including 2,205 delivered by railroad shops, compared with August deliveries of 7,178 cars, which included 2,933 delivered by railroad shops, the American Railway Car Institute has announced. September deliveries included 1,362 box cars, 2,121 hopper cars, 1,684 gondola cars, 351 refrigerator cars, 368 tank cars and 255 cars of other types.

Freight cars ordered last month for domestic use amounted to 123, compared with August orders for 185 cars, the institute said. In both months all cars were ordered from contract builders. The backlog of orders on October 1 was 22,203 cars, including 11,987 on order from railroad shops, compared with 28,731 cars on order on September 1 and 108,892 on order on October 1, 1948.

LOCOMOTIVES

The **Baltimore & Ohio** has ordered ten 1,000-hp. Diesel-electric switching units

from the Lima-Hamilton Corporation. They will be assigned to the road's Toledo division, six at Dayton, Ohio, and two each at Hamilton and Lima. When deliveries, scheduled to begin next January, are completed, switching operations at the first two cities will be completely Dieselized.

CONSTRUCTION

Atchison, Topeka & Santa Fe.—This road has awarded a contract to Cameron, Joyce & Co., Keokuk, Iowa, for grading and structures in connection with a line change between Medill, Mo., and Wyaconda.

FINANCIAL

Central of Pennsylvania.—*New Directors.*—Revelle W. Brown, president of the Reading, John W. Kress, vice-president of the Howard Savings Institution, Newark, N. J., and Joshua Rich, a member of the New York Stock Exchange firm of Tucker Anthony & Co., have been elected to the board of directors of this railroad, a subsidiary of the Central of New Jersey. They succeed Walter P. Gardner, Arthur C. Tosh and Frank J. Cassidy, resigned.

Pecos Valley Southern.—*R.F.C. Loan.*—This Texas road has applied to the Interstate Commerce Commission for approval of a plan under which it proposes to borrow $150,000 from the Reconstruction Finance Corporation to finance additions and betterments and maintenance work. The proposed work includes a new storeroom-enginehouse building, a new caboose, the relaying with 90-lb. rail of 13.9 mi. of track now laid with 45-lb. rail, the repair of two bridges, and the ballasting of 8.7 mi. of line. The loan would mature over a 15-year period at the rate of $15,000 per year.

New Securities

Applications have been filed with the Interstate Commerce Commission by:

Northern Pacific.—To assume liability for $3,975,000 of equipment trust certificates to finance in part the following Diesel-electric locomotives:

	Description and builder	Estimated Unit Cost
6	6,000-hp. freight locomotives, each consisting of 2 1,500-hp. "A" and 2 1,500-hp. "B" units (Electro-Motive Division, General Motors Corporation)	$ 624,850
8	1,000-hp. switching locomotives (Electro-Motive)	97,500
2	1,500-hp. switching locomotives (Electro-Motive)	140,500
2	1,000-hp. switching locomotives (American Locomotive Company)	97,500

Total estimated cost of the equipment is $5,005,100. The certificates would be dated November 1, mature in 15 annual installments of $265,000 each, beginning November 1, 1950, and would be sold on the basis of competitive bids.

Southern Pacific.—To assume liability for $15,780,000 of series CC equipment trust certificates to finance in part the following locomotives (all Diesel-electrics) and cars:

	Description and builder	Estimated Unit Cost
20	6,000-hp. freight locomotives, each consisting of 2 1,500-hp. "A" units and 2 1,500-hp. "B" units (Electro-Motive Division, General Motors Corporation)	$631,479
5	1,500-hp. road switching locomotives (Baldwin Locomotive Works)	183,959
9	1,500-hp. road switching locomotives (Baldwin)	185,528
1	1,500-hp. road switching "B" unit (Baldwin)	185,416
2	1,000-hp. switching locomotives (American Locomotive Company)	99,753
4	600-hp., 70-ton road switching locomotives (General Electric Company)	72,658
100	50-ton composite drop-bottom, general-service gondola cars with wood sides (General American Transportation Corporation)	5,545
660	50-ton, composite, tight-bottom gondola cars with wood floors (American Car & Foundry Co.	4,253
550	70-ton, steel flat cars with wood floors (A.C.F.)	5,292
1	10-roomette, 6-double-bedroom, light weight sleeping car (Budd Company)	143,148
7	lightweight chair cars (Budd)	121,868

The application put the estimated total cost of the equipment at $23,692,062. The certificates would be dated November 1 and would mature in 15 annual installments of $1,052,000 each, beginning November 1, 1950. They would be sold on the basis of competitive bids.

Average Prices Stocks & Bonds

	Oct. 10	Last week	Last year
Average price of 20 representative railway stocks	38.91	38.02	48.21
Average price of 20 representative railway bonds	86.88	86.61	88.58

Dividends Declared

Lake Superior & Ishpeming.—25¢, payable October 10 to holders of record October 3.

RAILWAY OFFICERS

FINANCIAL, LEGAL & ACCOUNTING

W. W. Kolhoff, secretary and auditor of the Toledo Terminal at Toledo, Ohio, has been appointed secretary and general auditor at that point. The position of auditor has been abolished.

James L. Homire has been appointed general attorney of the St. Louis-San Francisco, with headquarters at St. Louis, Mo. Mr. Homire, who has been associated with a New York law firm, is a former director of the Wabash and the Ann Arbor, and was a member of the reorganization board of the former.

G. M. Rountree, general statistician of the Canadian Pacific, has been appointed assistant to comptroller, with headquarters as before at Montreal, Que., succeeding **J. Norman Lennie,** who has been appointed comptroller of the Canadian Pacific Steamships. **R. K. O'Hara,** statistician, succeeds Mr. Rountree as general statistician.

Judson C. McLester, Jr., whose appointment as general counsel of the Jersey Central Lines at New York was reported in the *Railway Age* of September 17, was born on February 10, 1908, at Nashville, Tenn. Mr. McLester was graduated from Vanderbilt University in

Judson C. McLester, Jr.

1929 and the University of Virginia Law School in 1933 and joined the Central of New Jersey on September 15, 1947, as chief law officer at New York, which title he held until his appointment as general counsel, effective October 1.

OPERATING

Samuel Popham Ruth, who has been appointed superintendent car service of the Bangor & Aroostook at Bangor, Me., was

Samuel Popham Ruth

born on June 28, 1910, at Linneus, Me. A biography of Mr. Ruth appeared in *Railway Age* of October 8, page 86.

William B. Simmons, whose promotion to general superintendent of transportation of the Chicago, Burlington & Quincy

at Chicago, was reported in *Railway Age* of September 3, was born at Hiawatha, Kan., on January 21, 1895. He entered railroad service with the Burlington in August, 1913, as a yard clerk at Kansas City, Mo., subsequently serving as night chief yard clerk until 1917, when he was furloughed for military service. In 1919, he returned to the Burlington as chief yard clerk at Kansas City, and in 1926, was appointed assistant yardmaster. Five years later he was

William B. Simmons

promoted to general yardmaster at St. Joseph, Mo., being transferred to St. Louis, Mo., in that capacity in 1935. After serving as terminal trainmaster at Rock Island, Ill., from April to December, 1937, he was transferred to Lincoln, Neb., and in October, 1939, was appointed trainmaster of the Aurora division at Aurora, Ill. Between 1941 and 1943, Mr. Simmons served as assistant superintendent of the La Crosse division, at St. Paul, Minn., and subsequently became superintendent of terminals at St. Louis. Prior to his recent promotion Mr. Simmons was assistant to general superintendent of transportation at Chicago.

H. H. Holmes, general agent of the Canadian National at Toronto, Ont., has been appointed supervisor of station service of the Central region at Toronto, succeeding **W. E. Millar,** who has retired on pension after many years of service. **G. R. Fleming,** agent at Toronto, succeeds Mr. Holmes as general agent. **C. E. Goodenough** has been appointed trainmaster, Hornepayne division, at Nakina, Ont.

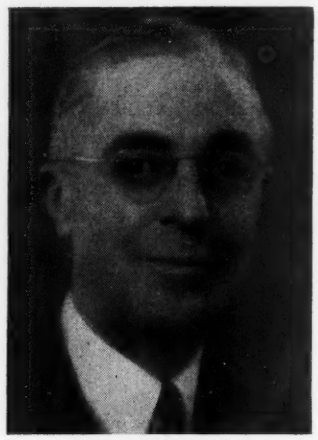
John T. Cunningham, whose retirement as assistant general manager—operations of the Alaska, with headquarters at Anchorage, Alaska, was reported in *Railway Age* of August 20, was born at Grand Island, Neb., on January 30, 1888. He attended grade and high school at Portland, Ore., and in April, 1906, entered the service of the Oregon Railroad & Navigation Co. (now part of the Union Pacific) in the engineering department at Portland. From 1906 to 1912, he served with that company in various capacities and subsequently he became employed by the Twohy Brothers Construction Company, Kamloops, B. C. He later engaged in railroad construction work with the Canadian National on the North Thompson river. During 1915 he worked for Twohy Brothers as superintendent, and on railroad construction for the Oregon Short Line between Riverside, Ore., and Burns. A year later he joined the Alaska at Anchorage as chief clerk, being advanced to trainmaster in 1917 and to superintendent of transportation in 1923. Mr. Cunningham became assistant general manager—operation in January, 1948.

Elwood P. Stine, whose promotion to general superintendent, Central district, Chicago, Burlington & Quincy, with headquarters at Burlington, Iowa, was reported in the *Railway Age* of September 3, was born on September 16, 1901, at Superior, Neb., where he attended grade and high school. He continued his studies at Lincoln Business College and in 1920 entered Burlington service as a stenographer at Lincoln, Neb., subsequently serving in various capacities at that point and at Omaha. In 1927 he became trainmaster at Lincoln, which post

Elwood P. Stine

he later held successively at Sheridan, Wyo., Bridgeport, Neb., Beardstown, Ill., Ottumwa, Iowa, and Aurora, Ill., until his appointment as assistant superintendent at Creston, Iowa, in 1937. Three years later, Mr. Stine went to Chicago as assistant to general manager, and in April, 1942, became superintendent of the Colorado & Southern (part of the Burlington Lines) at Denver, Colo. In November, 1945, he was named superintendent of terminals at Denver for the C. B. & Q., C. & S. and Atchison, Topeka & Santa Fe. Mr. Stine subsequently became superintendent of the Ottumwa-Creston (Iowa) division, in which position he served until his recent promotion.

Frank L. Foster, whose appointment as assistant general manager of the Pittsburgh & Lake Erie and the Lake Erie & Eastern at Pittsburgh, Pa., was reported in *Railway Age* of October 8, was born at McDonald, Pa., on October 7, 1888, and entered railroad service on July 24, 1905, as a clerk in the transportation department of the P.&L.E. On December 1, 1917, he was named chief clerk to the superintendent of freight transportation and on June 19, 1928, he was appointed assistant super-



Frank L. Foster

intendent of that department, becoming superintendent of freight transportation of the P.&L.E. and the Lake Erie & Eastern on November 1, 1930. Mr. Foster was appointed superintendent of the two roads in March, 1946, in which capacity he served until his recent promotion.

R. C. Grayson, terminal trainmaster of the St. Louis-San Francisco at Birmingham, Ala., has been appointed assistant superintendent of the Alabama, Tennessee & Northern (a Frisco subsidiary), with headquarters at York, Ala. He has been succeeded at Birmingham by **J. K. Beshears,** safety supervisor for the Frisco at Springfield, Mo.

O. R. Crooks, superintendent of the Toledo Terminal, at Toledo, Ohio, has been appointed assistant general manager, with jurisdiction over the operating, mechanical and maintenance of way departments. His former position has been abolished.

J. A. O. Boivin, superintendent of the Montreal terminals and the St. Jerome divisions of the Canadian National, with headquarters at Montreal, Que., has been appointed general superintendent transportation of the Central region, with headquarters at Toronto, Ont., succeeding **O. Masse,** who has been assigned to special duties, pending his retirement on pension on November 6, after 48 years of continuous service with the company. **E. H. Locke,** superintendent of the Belleville division at Belleville, Ont., succeeds Mr. Boivin at Montreal. **W. B. Edey,** assistant superintendent of the Hornepayne division, has been promoted to superintendent of that division, with headquarters as before at Hornepayne, Ont., succeeding **J. H. Stevenson,** who has been

transferred to the Allandale division at Allandale, Ont. Mr. Stevenson succeeds **J. R. Carr,** who has been transferred to the St. Lawrence division at Montreal, to succeed **A. M. Shea,** who replaces Mr. Locke at Belleville. **D. W. Emms,** trainmaster of the Hornepayne division at Nakina, Ont., has been promoted to assistant superintendent of that division, with headquarters at Hornepayne, succeeding Mr. Edey.

Joseph Albert Omer Boivin was born at Montreal where he began his railway career in July, 1912, as junior clerk in the freight claim department of the old Grand Trunk (now C.N.R.). Four years later he transferred to the transportation department as a brakeman, then serving as a relieving operator at various points in the Montreal area until September 16, 1924, when he became supervisor of traffic at Montreal. Mr. Boivin was ap-

J. A. O. Boivin

pointed assistant superintendent, Montreal terminals, in October, 1939, and four years later became transportation assistant. On September 1, 1945, Mr. Boivin was appointed superintendent of the Quebec district at Quebec, Que., transferring to the Levis division at Levis, Que., in October, 1947, and to the Montreal terminals and St. Jerome division at Montreal in February of this year.

Mr. Masse was born at Coteau Station, Que., on November 6, 1884, and entered railroad service on November 1, 1901, as a clerk on the Grand Trunk (now C.N.R.), subsequently serving as telegraph operator, train dispatcher, night chief dispatcher, chief train dispatcher, acting trainmaster, inspector of terminals, trainmaster and assistant superintendent, successively. On December 1, 1927, Mr. Masse was appointed inspector of transportation (regional) and on November 19, 1936, he became superintendent of the Levis division. He was appointed superintendent of transportation of the Quebec district on September 11, 1939, and was promoted to general superintendent of the Quebec district on August 1, 1940. Mr. Masse became general superintendent transportation of the Central region at Toronto on July 1, 1944.

TRAFFIC

Lester C. Weis, traveling freight agent of the Chesapeake & Ohio, with headquarters at Knoxville, Tenn., has been promoted to general agent at that point.

Leslie Allen Fonger, whose promotion to assistant freight traffic manager, Western region, of the Canadian National at Winnipeg, Man., was reported in *Railway Age* of August 20, was born at St. George, Ont., on December 23, 1892. He began his railroad career in October, 1907, with the Canadian Pacific, and subsequently held various clerical positions with that road in its freight office at Guelph, Ont., until 1912, when he entered C. N. service in the general freight office at Winnipeg. After serving in various clerical capacities in that office, he was appointed chief clerk in 1915, being advanced to division freight agent at Port Arthur, Ont., in 1920. From 1923 to 1939, Mr. Fonger served as division freight agent successively at Saskatoon, Sask., and Edmonton, Alta. He later returned to Winnipeg as assistant general freight agent and, in February, 1942, he became general freight agent, which post he held until his recent promotion.

MECHANICAL

Gerald P. Trachta, general superintendent of motive power of the Chicago, Rock Island & Pacific, at Chicago, has retired after 48 years of service. Born at Schuyler, Neb., on October 5, 1883, Mr. Trachta began his career in De-

Gerald P. Trachta

cember, 1901, as a roundhouse sweeper on the Chicago, Burlington & Quincy at Sheridan, Wyo., and later served successively as machinist helper and machinist, locomotive fireman and locomotive engineer. In 1910 he became road foreman of engines on the Sheridan division, being advanced in 1917 to master mechanic, Casper division. Between 1919 and 1923, he was road foreman of engines on the Arizona Eastern (now part of the Southern Pacific) at Phoenix, Ariz., and subsequently returned to the Burlington as enginehouse foreman at Wymore, Neb. He was later transferred to Kansas City, Mo., as general foreman. After serving successively as master mechanic at Omaha, Neb., Galesburg, Ill., and St. Joseph, Mo., from 1925 to 1937, Mr. Trachta joined the Rock Island as district superintendent of motive power at Kansas City, with jurisdiction over the Chicago, Rock Island, Cedar Rapids, Des Moines, Western, and a portion of the Missouri-Kansas divisions. He became superintendent of motive power in 1939, and assistant chief operating officer, with jurisdiction over the mechanical department, the following year. In July, 1942, he was promoted to general superintendent of motive power, which position he held at the time of his retirement.

William A. Langlands, whose retirement as superintendent of Diesel and motor car equipment, Chicago & North Western, at Chicago, was reported in the *Railway Age* of September 10, was born on August 22, 1884, in that city. He studied drafting and advanced arithmetic at the Y. M. C. A. night school, and in July, 1899, entered North Western service as a rivet heater in the boiler shop. After completing his apprenticeship in 1904, he became a machinist for the North Western, and later held the same position with the Illinois Central, Woods Automobile Company, the Buda Company, Harvey, Ill., and the Gates Iron Works. In 1907 he rejoined the North Western as machinist, being promoted to assistant enginehouse foreman at Chicago in 1920, and transferred to North Fond du Lac, Wis., in 1922, as division foreman, Northern Wisconsin division. From 1923 to 1925, he served as assistant master mechanic at that point, subsequently returning to Chicago as general foreman. Mr. Langlands was advanced to master mechanic, Chicago Terminal division, in 1926. In March, 1944, he became superintendent of Diesel and motor car equipment.

ENGINEERING & SIGNALING

L. S. Bottinelli has been appointed assistant engineer of the New York Central system, with headquarters at New York.

SPECIAL

E. B. Herdman, superintendent of the Denver & Rio Grande Western at Alamosa, Colo., has been appointed manager of personnel, with headquarters at Denver, Colo. Mr. Herdman is to have authority over all labor and personnel matters, including those formerly assigned to **J. E. Kemp,** manager of labor relations, who has been appointed a carrier member on the Third Division of the National Railroad Adjustment Board.

Freight Operating Statistics of Large Steam Railways — Selected

Region	Road	Year	Miles of road operated	Locomotive Miles: Train-miles	Locomotive Miles: Principal and helper	Locomotive Miles: Light	Car Miles: Loaded (*thousands*)	Car Miles: Per cent loaded	Ton-miles (*thousands*): Gross excl.locos. & tenders	Ton-miles (*thousands*): Net rev. and non-rev.	Road-locos. on lines: Serviceable: Unstored	Road-locos. on lines: Serviceable: Stored	Road-locos. on lines: B.O.	Road-locos. on lines: Per cent B.O.
New Eng.	Boston & Maine	1949	1,701	254,255	260,568	11,970	9,058	66.9	567,232	230,814	78	14	16	14.8
		1948	1,746	296,404	305,456	14,495	10,102	69.5	634,828	273,447	95	3	21	17.6
	N. Y., N. H. & Htfd	1949	1,774	249,109	249,929	21,742	9,894	65.0	609,723	253,077	107	7	10	8.1
		1948	1,778	318,340	324,001	26,882	11,938	68.0	736,652	323,869	135	14	34	18.6
Great Lakes	Delaware & Hudson	1949	794	221,065	261,905	27,210	9,034	64.6	632,444	313,259	115	61	16	8.3
		1948	794	284,948	341,616	32,536	11,758	69.4	847,714	463,454	124	35	24	13.1
	Del., Lack. & Western	1949	966	250,158	283,328	33,131	10,985	65.2	734,410	315,243	100	17	38	24.5
		1948	970	305,478	340,977	37,008	12,601	69.7	837,237	390,437	113	21	13	8.8
	Erie	1949	2,231	598,086	614,446	44,471	31,236	64.5	2,022,141	778,320	185	55	38	13.7
		1948	2,229	663,668	698,599	58,184	34,083	64.8	2,297,506	943,063	236	45	88	23.8
	Grand Trunk Western	1949	971	230,728	237,478	2,111	7,583	63.6	498,909	198,190	53	2	8	12.7
		1948	972	302,223	308,595	2,350	9,543	65.4	650,625	297,612	64	4	8	10.5
	Lehigh Valley	1949	1,239	236,254	255,670	31,163	11,076	65.2	784,266	369,096	60	15	23	23.5
		1948	1,239	307,624	343,060	43,363	12,204	68.2	841,487	412,916	94	3	23	19.2
	New York Central	1949	10,680	2,748,480	2,907,117	162,899	96,327	60.8	6,583,312	2,838,827	903	218	338	23.2
		1948	10,692	3,322,540	3,562,051	244,170	114,340	62.9	8,064,911	3,776,243	1,118	75	319	21.1
	New York, Chic. & St.L.	1949	1,656	550,134	560,627	7,790	22,365	63.6	1,486,026	568,007	126	42	17	9.2
		1948	1,656	601,235	609,839	7,809	24,440	70.4	1,555,685	697,655	134	15	24	13.9
	Pitts. & Lake Erie	1949	221	67,090	68,370	.....	2,515	65.7	220,666	133,461	22	9	15	32.6
		1948	223	88,066	90,906	456	3,994	69.7	332,406	202,354	35	6	13	24.1
	Wabash	1949	2,381	619,548	628,606	10,242	21,997	66.6	1,422,642	580,081	152	12	41	20.0
		1948	2,381	684,950	699,042	15,929	23,759	70.6	1,537,659	677,178	156	11	35	17.3
Central Eastern	Baltimore & Ohio	1949	6,086	1,581,715	1,896,248	209,476	56,749	61.1	4,257,431	1,991,780	717	86	274	25.4
		1948	6,076	1,976,483	2,449,990	273,225	69,252	63.5	5,254,318	2,670,143	809	12	293	26.3
	Central of New Jersey*	1949	415	62,307	62,451	4,003	2,247	62.4	167,727	82,977	27	2	6	17.1
		1948	417	78,232	82,307	9,160	3,035	66.1	232,933	122,027	42	3	18	28.6
	Central of Pennsylvania	1949	212	62,006	66,628	9,088	2,287	62.2	171,701	86,314	29	3	19	37.3
		1948	213	84,525	95,635	17,006	2,920	68.0	221,577	122,163	40	3	13	23.2
	Chicago & Eastern Ill	1949	909	113,638	113,965	2,914	3,931	67.0	256,506	116,328	29	13	18	30.0
		1948	909	171,926	173,405	3,565	5,242	67.6	354,736	173,654	52	..	16	23.5
	Elgin, Joliet & Eastern	1949	238	80,818	81,130	...	2,815	66.7	213,115	114,440	34	..	..	..
		1948	238	94,143	94,755	124	3,330	68.7	253,443	139,217	37	12	1	2.0
	Pennsylvania System	1949	10,039	2,745,505	3,046,686	347,127	112,134	61.9	8,151,160	3,809,306	1,283	182	417	22.2
		1948	10,023	3,689,839	4,147,333	545,087	145,554	64.7	10,687,427	5,339,232	1,784	29	274	13.1
	Reading	1949	1,323	317,383	330,398	27,129	10,689	61.3	831,480	424,660	149	55	45	18.1
		1948	1,337	435,169	458,786	45,727	15,980	67.3	1,231,633	697,391	185	34	46	17.4
	Western Maryland	1949	836	150,991	173,814	17,999	4,843	62.4	393,505	212,185	135	32	12	6.7
		1948	837	193,514	237,001	36,209	6,919	64.0	566,014	315,909	154	6	15	8.6
Pocahontas	Chesapeake & Ohio	1949	5,041	1,143,763	1,196,651	43,928	44,531	58.5	3,618,684	1,918,497	505	78	113	16.2
		1948	5,003	1,592,941	1,707,562	72,925	67,569	59.3	5,631,018	3,205,551	612	7	76	10.9
	Norfolk & Western	1949	2,107	546,538	572,953	33,705	22,924	58.8	1,915,568	998,315	220	92	35	10.1
		1948	2,107	831,117	891,318	66,225	36,828	58.2	3,275,734	1,817,840	279	20	27	8.3
Southern	Atlantic Coast Line	1949	5,507	706,053	713,809	12,470	17,425	60.5	1,227,053	539,640	326	32	76	17.5
		1948	5,552	893,399	913,942	15,909	21,428	64.1	1,465,291	670,100	352	5	76	17.6
	Central of Georgia	1949	1,783	235,096	236,742	3,791	6,168	69.3	403,555	186,400	97	4	11	9.8
		1948	1,783	293,709	296,469	5,154	7,118	71.2	469,284	227,012	103	2	8	7.1
	Gulf, Mobile & Ohio	1949	2,854	311,210	311,313	176	14,160	70.0	935,571	436,154	67	20	22	20.2
		1948	2,847	354,100	355,624	58	16,364	72.1	1,070,523	524,536	111	20	17	11.5
	Illinois Central	1949	6,543	1,289,372	1,292,509	43,578	44,210	60.8	3,080,078	1,370,814	508	58	92	14.0
		1948	6,550	1,458,873	1,462,071	51,423	52,484	64.7	3,689,105	1,779,945	557	12	92	13.9
	Louisville & Nashville	1949	4,765	1,055,024	1,124,944	26,985	27,490	62.9	1,953,400	976,724	288	101	79	16.9
		1948	4,750	1,523,580	1,651,004	43,373	38,534	63.1	2,845,660	1,490,973	408	2	80	16.3
	Nash., Chatt. & St. Louis	1949	1,049	172,261	173,905	2,851	5,366	72.3	331,922	150,376	64	..	4	5.9
		1948	1,051	270,722	284,217	7,819	6,231	74.8	404,621	198,989	92	..	8	8.0
	Seaboard Air Line	1949	4,138	578,717	583,909	4,354	17,189	60.6	1,233,770	546,721	213	59	36	11.7
		1948	4,141	694,280	721,821	10,179	20,766	66.4	1,402,835	651,606	278	18	45	13.2
	Southern	1949	6,382	1,094,136	1,099,530	12,610	32,937	65.8	2,102,504	892,988	389	121	174	25.4
		1948	6,449	1,641,711	1,666,083	29,240	42,638	67.8	2,761,786	1,239,439	539	24	113	16.7
Northwestern	Chicago & North Western	1949	8,073	933,064	975,471	24,489	29,940	63.1	2,141,620	913,170	330	34	93	20.4
		1948	8,055	1,017,749	1,062,278	25,776	33,062	64.5	2,341,826	1,024,922	373	6	90	19.2
	Chicago Great Western	1949	1,445	156,086	156,432	5,895	8,022	68.1	513,405	218,493	32	2	1	2.9
		1948	1,445	209,878	209,996	12,588	8,594	67.4	572,610	255,351	45	4	18	26.9
	Chic., Milw., St. P. & Pac.	1949	10,663	1,319,211	1,366,891	49,968	44,169	61.9	3,113,937	1,362,279	438	83	73	12.3
		1948	10,663	1,447,728	1,527,171	64,257	46,603	63.3	3,270,988	1,472,492	456	50	79	13.5
	Chic., St. P., Minn. & Omaha	1949	1,606	205,038	214,660	10,399	5,319	67.0	370,945	163,891	53	4	21	19.4
		1948	1,606	214,664	230,547	12,899	5,567	68.1	382,044	171,162	83	2	29	25.4
	Duluth, Missabe & Iron Range	1949	574	179,995	180,950	1,494	9,524	51.5	966,557	583,471	40	..	1	2.4
		1948	571	177,170	177,913	969	9,572	51.8	905,100	548,416	48	..	2	4.0
	Great Northern	1949	8,222	1,012,724	1,007,428	41,925	41,378	62.4	3,204,731	1,596,304	339	68	53	11.5
		1948	8,237	1,030,408	1,023,895	41,523	40,805	62.3	3,104,981	1,529,090	341	51	55	12.3
	Minneap., St.P. & S. St. M.	1949	4,179	379,034	382,493	3,708	12,162	65.4	815,065	378,296	116	..	16	12.1
		1948	4,180	420,798	431,173	7,169	13,338	67.8	894,210	431,310	120	..	10	7.7
	Northern Pacific	1949	6,592	852,019	894,275	46,918	32,346	65.7	2,329,478	1,057,443	311	31	62	15.3
		1948	6,593	871,293	918,721	52,514	32,898	65.7	2,331,486	1,050,971	338	23	45	11.1
Central Western	Atch. Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.	1949	13,103	2,666,035	2,808,945	116,841	99,354	62.4	6,988,150	2,585,231	701	113	99	10.8
		1948	13,081	3,255,542	3,457,481	156,606	114,583	63.1	8,128,204	3,190,006	779	31	144	15.1
	Chic., Burl. & Quincy	1949	8,680	1,116,394	1,129,834	37,775	45,220	63.5	3,136,524	1,397,699	348	70	115	21.6
		1948	8,670	1,326,802	1,349,355	48,543	52,114	63.2	3,776,199	1,774,010	395	43	85	16.3
	Chic., Rock I. & Pac.	1949	7,589	1,105,008	1,138,142	13,772	13,269	62.3	2,567,497	1,100,513	263	46	75	19.5
		1948	7,613	1,450,742	1,499,997	17,681	45,055	62.9	3,156,185	1,405,142	310	3	63	16.8
	Denver & R. G. Wn.	1949	2,413	345,969	374,315	40,853	12,791	72.9	842,378	399,591	123	45	34	16.8
		1948	2,443	372,148	413,772	51,964	12,665	73.9	869,521	432,814	148	43	31	14.0
	Southern Pacific	1949	8,086	2,198,675	2,386,059	377,313	87,609	59.3	6,198,966	2,239,168	752	9	176	18.8
		1948	8,093	2,382,820	2,672,453	444,708	98,092	64.0	6,748,739	2,656,223	760	3	171	18.3
	Union Pacific	1949	9,721	2,205,567	2,284,013	156,465	89,397	61.3	6,287,699	2,297,080	510	127	163	20.4
		1948	9,751	2,307,702	2,408,441	174,098	93,923	64.7	6,507,118	2,710,859	551	115	103	13.4
	Western Pacific	1949	1,192	198,531	213,893	16,657	9,242	76.8	574,372	265,518	61	36	23	19.2
		1948	1,192	219,451	240,587	21,318	9,943	78.7	601,343	287,179	71	37	14	11.5
Southwestern	International-Gt. Northern*	1949	1,110	188,656	188,921	519	5,907	66.2	416,144	188,630	57	6	9	12.5
		1948	1,110	226,786	228,765	405	6,739	70.5	474,378	234,184	69	..	9	11.5
	Kansas City Southern	1949	886	154,478	154,804	715	7,692	64.2	523,291	230,624	37	14	5	8.9
		1948	865	186,314	187,185	1,108	9,394	68.8	639,293	309,563	45	5	6	10.7
	Mo.-Kans.-Texas Lines	1949	3,241	413,880	418,974	4,892	13,495	64.2	898,487	383,256	95	18	38	25.2
		1948	3,241	599,377	634,281	10,005	17,669	61.5	1,237,494	556,297	134	3	21	13.3
	Missouri Pacific*	1949	6,986	1,256,319	1,290,730	24,924	43,374	65.6	2,885,965	1,254,817	374	29	49	10.8
		1948	6,986	1,576,870	1,660,027	36,716	52,150	65.5	3,654,314	1,700,137	445	..	58	11.6
	Texas & Pacific	1949	1,852	337,576	337,576	10,573	12,114	64.5	815,040	313,829	103	19	3	2.4
		1948	1,852	564,348	564,348	18,294	17,670	62.8	1,243,912	509,203	112	3	10	8.0
	St. Louis-San Francisco	1949	4,614	653,541	657,369	6,897	20,087	62.0	1,363,090	603,220	207	86	44	13.1
		1949	4,615	797,212	823,000	9,050	22,683	66.5	1,559,052	711,233	294	25	28	8.1
	St. Louis Southw. Lines	1949	1,562	334,672	335,327	4,522	12,975	69.8	789,152	352,762	78	24	14	12.1
		1948	1,568	381,000	384,201	5,133	14,635	71.6	898,955	401,845	84	7	14	13.3
	Texas & New Orleans	1949	4,314	740,996	740,996	16,514	22,892	65.6	1,552,986	672,718	207	7	38	15.1
		1948	4,314	912,961	913,250	28,259	25,070	70.6	1,698,835	803,122	222	..	26	10.5

Items for the Month of July 1949 Compared with July 1948

	Region, Road and Year		Freight cars on line: Home	Foreign	Total	Per Cent B.O.	G.t.m.per train-hr. excl.locos. and tenders	G.t.m. per train-mi. excl.locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Mi. per loco. per day
New Eng. Region	Boston & Maine	1949	3,171	6,851	10,022	3.9	35,969	2,237	910	25.5	717	42.1	4,377	16.1	82.9
		1948	1,818	8,987	10,805	2.2	33,569	2,147	925	27.1	791	42.1	5,052	15.7	93.6
	N. Y., N. H. & Htfd	1949	2,522	13,082	15,604	3.0	36,908	2,450	1,017	25.6	507	30.5	4,602	15.1	74.6
		1948	1,472	18,292	19,764	2.0	33,930	2,319	1,019	27.1	533	28.9	5,876	14.7	65.7
Great Lakes Region	Delaware & Hudson	1949	6,032	5,153	11,185	7.2	50,746	2,873	1,423	34.7	885	39.5	12,727	17.7	51.3
		1948	2,147	7,989	10,136	4.2	54,794	2,990	1,635	39.4	1,530	55.9	18,829	18.4	69.8
	Del., Lack. & Western	1949	8,287	8,553	16,840	7.3	42,307	2,980	1,279	28.7	605	32.4	10,527	14.4	76.5
		1948	4,537	11,824	16,361	5.5	40,777	2,788	1,300	31.0	763	35.3	12,984	14.9	92.8
	Erie	1949	13,185	16,771	29,956	10.4	56,651	3,407	1,312	24.9	842	52.4	11,254	16.8	82.5
		1948	6,305	24,383	30,688	4.0	56,124	3,484	1,430	27.7	970	54.1	13,648	16.2	73.1
	Grand Trunk Western	1949	5,334	7,770	13,104	11.8	43,214	2,176	864	26.1	499	30.0	6,584	20.0	133.2
		1948	4,553	8,988	13,541	7.6	44,293	2,173	994	31.2	679	33.3	9,877	20.6	138.8
	Lehigh Valley	1949	9,865	9,657	19,522	12.7	60,198	3,395	1,598	33.3	639	29.4	9,610	18.1	102.7
		1948	6,312	11,859	18,171	10.3	50,919	2,800	1,374	33.8	763	33.1	10,751	18.6	119.0
	New York Central	1949	74,374	77,529	151,903	8.6	41,466	2,433	1,049	29.5	599	33.5	8,574	17.3	75.5
		1948	52,806	110,346	163,152	3.9	38,542	2,472	1,157	33.0	764	36.8	11,393	15.9	91.2
	New York, Chic. & St.L.	1949	4,909	10,774	15,683	4.7	52,119	2,724	1,041	25.4	1,165	72.1	11,064	19.3	105.9
		1948	2,618	13,103	15,721	1.5	51,433	2,606	1,168	28.5	1,434	71.4	13,590	19.9	124.9
	Pitts. & Lake Erie	1949	7,044	8,582	15,626	11.5	49,212	3,269	1,989	53.1	287	8.2	19,151	15.0	49.5
		1948	3,937	10,502	14,439	8.1	55,540	3,781	2,301	50.7	448	12.7	29,272	14.7	60.7
	Wabash	1949	7,961	12,001	19,962	3.2	47,380	2,325	948	26.4	909	51.7	7,859	20.6	105.7
		1948	6,413	14,739	21,152	3.5	44,050	2,266	998	28.5	1,025	51.0	9,174	19.6	119.9
Central Eastern Region	Baltimore & Ohio	1949	61,170	32,724	93,894	11.2	36,927	2,748	1,286	35.1	671	31.3	10,557	13.7	65.1
		1948	44,782	48,888	93,670	7.0	33,294	2,721	1,383	38.6	936	38.2	14,176	12.5	81.6
	Central of New Jersey*	1949	1,232	7,840	9,072	8.2	38,417	2,803	1,367	36.9	279	12.1	6,450	14.3	93.4
		1948	779	9,565	10,344	5.7	40,503	3,085	1,616	40.2	381	14.4	9,440	13.6	70.3
	Central of Pennsylvania	1949	2,176	3,438	5,614	12.5	39,373	2,946	1,481	37.7	515	21.9	13,134	14.2	55.4
		1948	1,078	3,636	4,714	10.2	37,022	2,854	1,574	41.8	848	29.8	18,501	14.1	78.1
	Chicago & Eastern Ill	1949	3,536	3,501	7,037	11.7	37,014	2,263	1,026	29.6	553	27.9	4,128	16.4	66.8
		1948	1,811	4,187	5,998	5.6	34,551	2,101	1,029	33.1	924	41.3	6,163	16.7	87.2
	Elgin, Joliet & Eastern	1949	6,850	8,335	15,185	3.6	22,295	2,797	1,502	40.7	236	8.7	15,511	5.5	98.9
		1948	6,522	10,694	17,216	1.7	20,043	2,826	1,552	41.8	258	9.0	18,869	7.4	85.6
	Pennsylvania System	1949	146,035	85,590	231,625	13.5	44,454	3,056	1,428	34.0	531	25.3	12,240	15.0	62.9
		1948	114,849	121,264	236,113	9.3	39,682	2,998	1,498	36.7	729	30.7	17,184	13.7	79.0
	Reading	1949	16,435	13,439	29,874	7.6	34,536	2,623	1,339	39.7	462	19.0	10,354	13.2	54.6
		1948	9,958	21,114	31,072	7.1	37,584	2,833	1,604	43.6	741	25.0	16,826	13.3	70.9
	Western Maryland	1949	7,987	3,127	11,114	1.2	36,973	2,651	1,430	43.8	662	24.3	8,187	14.2	37.3
		1948	3,368	3,605	6,973	1.3	31,423	2,990	1,669	45.7	1,355	46.4	12,175	10.7	54.8
Pocahontas Region	Chesapeake & Ohio	1949	64,804	22,821	87,625	7.2	53,183	3,188	1,690	43.1	703	27.9	12,277	16.8	62.6
		1948	46,080	31,220	77,300	1.8	54,274	3,595	2,046	47.4	1,353	48.1	20,669	15.3	89.3
	Norfolk & Western	1949	40,692	6,525	47,217	6.1	58,675	3,543	1,846	43.5	688	26.9	15,284	16.7	63.3
		1948	25,153	7,772	32,925	2.1	63,523	4,021	2,231	49.4	1,718	59.7	27,831	16.1	101.5
Southern Region	Atlantic Coast Line	1949	13,716	10,950	24,666	6.2	29,620	1,744	767	31.0	711	38.0	3,161	17.0	57.8
		1948	8,913	15,844	24,757	4.2	27,708	1,648	754	31.3	849	42.4	3,893	16.9	73.7
	Central of Georgia	1949	3,477	4,384	7,861	8.3	29,893	1,724	796	30.2	759	36.3	3,372	17.4	73.4
		1948	2,289	6,022	8,311	4.6	29,439	1,602	775	31.9	833	36.7	4,107	18.4	93.2
	Gulf, Mobile & Ohio	1949	4,832	8,765	13,597	2.6	57,341	3,009	1,403	30.8	1,044	48.4	4,930	19.1	98.3
		1948	2,670	13,130	15,800	1.3	55,020	3,035	1,478	32.1	1,127	48.7	5,983	18.2	83.4
	Illinois Central	1949	26,046	25,282	51,328	2.0	44,021	2,414	1,074	31.0	893	47.4	6,754	18.4	69.5
		1948	17,055	34,897	51,952	2.0	45,048	2,561	1,236	33.9	1,136	51.6	8,766	17.8	78.5
	Louisville & Nashville	1949	43,724	11,757	55,481	5.0	31,169	1,859	929	35.5	580	26.0	6,612	16.8	83.4
		1948	27,072	14,433	41,505	4.7	29,407	1,872	981	38.7	1,107	45.3	10,125	15.7	118.5
	Nash., Chatt. & St. Louis	1949	3,316	3,399	6,715	12.1	38,025	1,934	876	28.0	702	34.7	4,624	19.7	88.4
		1948	1,053	5,266	6,349	5.6	29,380	1,505	740	31.9	1,058	44.3	6,108	19.7	99.5
	Seaboard Air Line	1949	10,981	9,293	20,274	3.4	37,700	2,170	962	31.8	857	44.4	4,262	17.7	69.5
		1948	6,848	13,954	20,802	1.5	35,434	2,055	954	31.4	984	47.2	5,076	17.5	77.8
	Southern	1949	18,642	25,452	44,094	5.3	33,764	1,934	821	27.1	660	37.0	4,514	17.6	56.6
		1948	13,428	32,439	45,867	4.2	29,404	1,708	766	29.1	883	44.8	6,200	17.5	86.1
Northwestern Region	Chicago & North Western	1949	23,102	29,503	52,605	3.1	35,809	2,417	1,030	30.5	577	30.0	3,649	15.6	76.7
		1948	20,371	36,973	57,344	3.1	35,124	2,405	1,053	31.0	600	30.0	4,105	15.3	82.0
	Chicago Great Western	1949	2,274	5,250	7,524	7.2	53,912	3,293	1,401	27.2	975	52.5	4,878	16.4	112.5
		1948	1,347	5,109	6,456	4.6	44,850	2,728	1,217	29.7	1,310	65.3	5,700	16.4	105.3
	Chic., Milw., St. P. & Pac.	1949	33,301	29,857	63,158	2.3	38,374	2,380	1,041	30.8	715	37.5	4,121	16.3	82.7
		1948	24,695	38,201	62,896	1.8	36,804	2,278	1,026	31.6	769	38.4	4,455	16.3	94.0
	Chic., St. P., Minn. & Omaha	1949	945	7,967	8,912	2.9	24,380	1,925	850	30.8	610	29.6	3,292	13.5	72.9
		1948	970	8,559	9,529	5.0	23,653	1,857	832	30.7	601	28.7	3,438	13.3	73.8
	Duluth, Missabe & Iron Range	1949	14,329	383	14,712	3.7	92,036	5,606	3,384	61.3	1,255	39.8	32,790	17.1	163.3
		1948	15,191	433	15,624	2.5	87,729	5,335	3,233	57.3	1,136	38.3	30,982	17.2	128.1
	Great Northern	1949	24,475	20,559	45,034	3.4	48,702	3,196	1,592	38.6	1,181	49.0	6,263	15.4	80.5
		1948	22,212	20,411	42,623	2.9	48,526	3,029	1,492	37.5	1,171	50.2	5,988	16.1	80.8
	Minneap., St.P. & S. St. M.	1949	7,515	6,662	14,177	4.1	38,563	2,159	1,002	31.1	871	42.8	2,920	17.9	105.7
		1948	6,198	8,847	15,045	6.2	36,823	2,143	1,033	32.3	932	42.5	3,329	17.3	116.8
	Northern Pacific	1949	20,771	14,043	34,814	6.3	46,495	2,750	1,248	32.7	986	45.9	5,175	17.0	81.3
		1948	18,725	18,539	37,264	5.8	43,614	2,698	1,251	32.9	945	43.9	5,289	16.3	83.8
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.	1949	51,754	28,221	79,975	5.5	52,017	2,636	975	26.0	1,004	61.8	6,365	19.8	109.1
		1948	42,652	40,490	83,142	5.2	47,609	2,512	986	27.8	1,232	70.2	7,867	19.1	127.5
	Chic., Burl. & Quincy	1949	16,117	25,497	41,614	4.4	50,692	2,823	1,258	30.9	1,079	55.0	5,194	18.0	75.9
		1948	14,554	31,031	45,585	2.6	47,217	2,861	1,344	34.0	1,313	61.1	6,600	16.5	91.8
	Chic., Rock I. & Pac.	1949	11,355	22,880	34,235	4.1	42,010	2,332	1,000	29.5	979	53.2	4,678	18.1	101.8
		1948	10,591	30,075	40,666	4.0	38,370	2,188	974	31.2	1,136	57.9	5,954	17.6	133.9
	Denver & R. G. Wn.	1949	9,244	6,698	15,942	4.5	44,094	2,449	1,162	31.2	866	38.0	5,342	18.1	69.4
		1948	7,101	8,488	15,589	3.6	39,653	2,351	1,170	34.2	956	37.9	5,715	17.0	72.3
	Southern Pacific	1949	28,506	40,117	68,623	5.1	46,043	2,852	1,030	25.6	1,037	68.5	8,933	16.3	100.3
		1948	26,553	43,464	70,017	3.3	43,999	2,861	1,126	27.1	1,206	69.6	10,587	15.5	115.8
	Union Pacific	1949	29,075	34,347	63,422	4.3	63,747	2,890	1,056	25.7	1,194	75.8	7,623	22.4	102.2
		1948	26,332	35,705	62,037	4.0	59,670	2,864	1,193	28.9	1,407	75.3	8,968	21.2	113.3
	Western Pacific	1949	2,381	2,316	4,697	12.3	57,598	2,908	1,344	28.7	1,806	81.9	7,185	19.9	64.2
		1948	2,206	3,149	5,355	10.1	54,967	2,749	1,313	28.9	1,743	76.7	7,772	20.1	70.3
Southwestern Region	International-Gt. Northern*	1949	869	5,667	6,536	1.4	40,879	2,228	1,010	41.0	877	41.5	5,482	18.5	88.6
		1948	452	6,810	7,262	1.4	38,005	2,118	1,046	34.8	1,040	42.4	6,806	18.2	101.0
	Kansas City Southern	1949	1,760	5,580	7,340	5.3	64,748	3,392	1,495	30.0	985	51.2	8,397	19.1	99.1
		1948	1,349	6,380	7,729	5.3	66,090	3,439	1,665	33.0	1,308	57.7	11,284	19.3	114.0
	Mo.-Kans.-Texas Lines	1949	4,353	7,091	11,444	4.4	35,861	2,186	932	28.4	973	53.4	3,815	16.5	94.6
		1948	2,576	10,274	12,850	.9	36,905	2,089	939	31.5	1,350	69.7	5,537	17.9	140.0
	Missouri Pacific*	1949	19,798	17,752	37,550	1.8	44,934	2,310	1,004	28.9	1,040	54.8	5,794	19.6	96.5
		1948	15,463	27,117	42,580	2.1	41,029	2,336	1,087	32.6	1,297	60.7	7,850	17.7	117.0
	Texas & Pacific	1949	1,803	5,699	7,502	6.3	53,285	2,423	933	25.9	1,231	73.7	5,466	22.1	95.6
		1948	1,623	7,787	9,410	2.3	43,230	2,227	912	28.8	1,491	82.4	8,869	19.6	158.4
	St. Louis-San Francisco	1949	12,054	10,695	22,749	3.1	37,177	2,124	926	30.0	825	44.3	4,217	17.6	69.2
		1948	6,307	13,413	19,720	2.5	36,110	1,971	899	31.4	1,100	52.8	4,971	19.5	83.7
	St. Louis Southw. Lines	1949	1,860	4,596	6,456	2.2	46,607	2,365	1,057	27.2	1,696	89.3	7,285	19.8	102.5
		1948	1,502	5,745	7,247	1.9	45,165	2,366	1,057	27.5	1,761	89.6	8,267	19.1	127.8
	Texas & New Orleans	1949	4,452	14,823	19,275	3.4	40,825	2,115	916	29.4	1,045	54.2	5,030	19.5	101.6
		1948	3,510	16,755	20,265	2.7	35,715	1,882	890	32.0	1,218	53.8	6,005	19.2	127.6

*Report of trustee or trustees.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

Table of Revenues and Expenses appears on next left-hand page

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1949

Name of road		Av. mileage operated during period	Operating revenues			Operating Expenses					Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income	
						Maintenance of									
			Freight	Passenger	Total (inc. misc.)	Way and structures	Equip-ment	Traffic	Trans-portation	Total				1949	1948
Akron, Canton & Youngstown	August	171	338,796	72	351,852	74,860	38,538	26,845	124,072	289,119	82.2	62,733	25,452	21,862	116,696
	8 mos.	171	3,052,620	473	3,178,489	600,187	369,629	225,263	983,497	2,391,813	75.3	786,676	317,605	354,542	767,850
Atchison, Topeka & Santa Fe System	August	13,102	31,588,533	4,578,759	39,854,275	7,962,603	7,787,385	934,650	12,989,272	31,434,869	78.87	8,419,406	4,730,948	3,634,109	6,556,807
	8 mos.	13,103	260,456,658	33,241,200	322,325,653	54,718,486	63,255,793	7,708,098	108,614,090	248,388,420	77.06	73,940,233	38,195,463	33,113,803	43,960,729
Atlanta & St. Andrews Bay	August	82	184,206	1,938	191,373	34,313	12,692	6,187	48,460	111,517	58.3	79,856	29,267	35,735	39,633
	5 mos.	82	1,214,004	12,432	1,276,799	220,565	114,853	53,458	350,932	828,797	64.9	448,002	173,380	167,831	314,448
Atlanta & West Point	August	93	265,954	51,941	356,173	3[illegible],678	48,434	13,424	166,339	291,006	81.7	65,167	30,461	12,814	24,204
	8 mos.	93	1,992,556	379,140	2,679,242	312,652	398,333	114,269	1,342,113	2,352,583	87.8	326,659	182,187	5,183	135,855
Western of Alabama	August	133	267,639	50,622	348,874	37,430	50,412	13,548	143,320	266,888	76.5	81,986	42,484	38,645	41,443
	8 mos.	133	2,044,579	372,597	2,650,597	335,276	441,470	114,377	1,183,727	2,243,185	84.6	407,412	260,970	159,259	291,830
Atlantic Coast Line	August	5,527	6,964,587	1,253,304	8,891,073	1,961,204	1,769,020	279,066	3,796,147	8,249,822	92.8	641,251	700,000	113,740	—251,391
	8 mos.	5,554	65,598,634	13,019,194	84,812,443	13,699,320	15,979,287	2,412,498	35,545,976	71,723,196	84.6	13,089,247	7,800,000	4,122,596	5,437,292
Charleston & Western Carolina	August	343	306,797	2,718	319,443	62,460	44,623	15,742	147,710	279,732	87.6	39,711	25,000	20,805	62,011
	8 mos.	343	2,989,834	21,826	3,088,871	630,847	591,773	126,837	1,350,634	2,791,915	90.4	296,956	215,000	14,134	312,876
Baltimore & Ohio	August	6,201.88	27,483,855	1,800,228	31,389,480	4,148,026	6,719,126	740,620	13,009,043	25,945,503	82.7	5,443,977	2,470,694	2,408,136	4,379,992
	8 mos.	6,201.88	221,670,211	14,611,158	250,493,541	31,291,696	50,646,681	5,906,421	104,233,554	203,027,248	81.1	47,466,293	20,845,669	21,820,019	29,247,268
Staten Island Rapid Transit	August	29	180,530	49,882	234,494	39,016	39,854	1,636	129,707	237,360	101.2	—2,866	32,244	—51,280	—52,073
	8 mos.	29	1,429,325	436,099	1,902,387	328,739	314,291	13,668	1,009,711	1,910,014	100.4	—7,627	267,385	—394,603	—392,733
Bangor & Aroostook	August	602	519,831	35,753	588,136	289,719	183,008	14,761	202,032	746,207	126.9	—158,071	—8,894	—110,637	19,743
	8 mos.	602	9,323,180	287,598	9,865,197	2,127,934	1,469,190	97,409	2,434,391	6,510,936	66.0	3,354,261	1,602,655	1,732,796	1,961,822
Bessemer & Lake Erie	August	214	2,404,172	2,057	2,418,875	251,197	605,468	15,356	500,588	1,462,147	60.4	956,728	469,284	615,690	987,634
	8 mos.	214	16,520,714	9,977	16,668,446	1,634,605	5,123,930	134,900	3,814,804	11,327,040	68.0	5,341,406	2,865,221	3,733,801	5,339,715
Boston & Maine	August	1,712	4,882,487	1,325,976	6,842,469	1,167,966	1,056,231	98,515	2,866,612	5,499,798	80.4	1,342,671	630,422	430,927	930,053
	8 mos.	1,746	40,896,463	8,965,765	54,665,949	8,935,490	8,857,460	826,016	23,714,699	44,788,564	81.9	9,877,385	4,393,732	3,220,397	4,893,574
Burlington-Rock Island	August	228	239,896	53,714	326,732	56,186	49,236	4,707	145,012	277,612	85.0	49,120	9,803	—11,745	62,609
	8 mos.	228	2,711,014	410,426	3,302,155	438,353	345,909	38,917	1,307,134	2,300,896	69.7	1,001,259	76,723	414,508	460,636
Cambria & Indiana	August	35.38	105,269	.....	105,322	16,060	69,979	792	20,972	117,282	111.36	—11,960	31,044	35,526	101,434
	8 mos.	35.38	971,900	.....	972,257	118,167	599,332	6,971	187,305	987,070	101.52	—14,813	330,521	409,070	335,548
Canadian Pacific Lines in Maine	August	234	186,409	54,021	269,963	106,316	65,440	8,364	146,175	339,526	125.8	—69,563	25,220	—137,008	—10,785
	8 mos.	234	3,542,867	351,593	4,107,844	863,683	664,286	58,263	1,595,637	3,287,965	80.0	819,879	203,686	51,955	288,619
Canadian Pacific Lines in Vermont	August	90	151,037	24,118	193,400	107,773	31,675	6,566	117,504	270,944	140.1	—77,544	12,910	—135,875	—95,465
	8 mos.	90	1,124,386	123,854	1,383,081	414,782	275,119	44,721	1,099,228	1,897,146	137.2	—514 065	107,077	—943,277	—826,218
Central of Georgia	August	1,815.29	2,435,599	234,159	2,889,194	515,909	468,405	108,798	1,362,176	2,620,274	90.7	268,920	207,739	35,462	215,376
	8 mos.	1,815.29	19,366,368	1,913,505	23,179,735	3,851,941	3,748,585	880,285	11,279,563	21,128,881	91.2	2,050,854	1,662,199	129,503	1,305,166
Central of New Jersey	August	415	2,414,939	588,029	3,178,540	492,377	510,075	52,028	1,555,208	2,565,794	90.2	312,746	382,088	—316,693	—40,920
	8 mos.	415	19,281,006	4,235,621	25,049,609	3,883,808	4,461,643	426,610	12,782,818	23,067,278	92.1	1,982,331	3,095,949	—3,241,464	—2,502,166
Central of Pennsylvania	August	212	1,359,575	15,046	1,414,610	140,371	254,990	22,779	447,046	910,223	64.3	504,387	61,698	690,902	1,011,427
	8 mos.	213	11,352,249	123,223	11,754,027	1,256,517	2,163,292	188,256	3,676,244	7,634,080	64.9	4,119,947	502,503	5,655,072	6,845,259
Central Vermont	August	422	691,000	89,000	838,000	171,401	107,922	15,063	353,313	681,442	81.3	156,558	48,588	83,074	—2,974
	8 mos.	422	5,420,000	533,000	6,372,000	1,209,508	1,116,430	125,055	2,717,401	5,471,860	85.9	900,140	387,543	160,581	478,299
Chesapeake & Ohio	August	5,114	21,083,888	932,537	23,346,503	3,808,913	5,295,405	539,502	6,369,276	19,142,681	82.0	4,203,122	2,316,889	1,888,344	6,076,058
	8 mos.	5,105	182,277,360	6,860,953	198,335,548	28,593,548	40,270,875	4,424,299	69,761,109	152,234,688	76.8	46,100,860	23,117,970	24,147,847	29,712,311
Chicago & Eastern Illinois	August	909	1,808,587	325,578	2,351,996	323,383	343,455	99,258	923,447	1,820,146	77.4	531,850	203,000	186,251	185,678
	8 mos.	909	14,719,196	2,396,759	18,873,755	2,715,737	3,565,167	844,772	8,035,065	16,322,980	86.5	2,550,775	1,071,518	573,161	1,342,544
Chicago & Illinois Midland	August	130	631,101	819	648,013	85,971	137,215	22,726	186,415	466,407	72.0	181,606	70,137	84,205	280,186
	8 mos.	131	5,394,175	6,625	5,544,552	663,458	1,095,967	200,939	1,541,655	3,776,018	68.1	1,768,534	709,264	926,308	1,372,842
Chicago & North Western	August	8,076	12,826,792	2,257,186	16,666,587	2,334,240	2,592,011	317,947	6,996,855	13,036,181	78.2	3,630,406	1,019,783	2,254,790	1,772,123
	8 mos.	8,076	87,285,592	15,138,236	114,307,501	19,197,265	24,065,191	2,505,621	55,597,129	107,467,643	94.0	6,839,858	8,168,880	—2,080,743	6,135,242
Chicago, Burlington & Quincy	August	8,711	16,519,525	1,808,936	20,063,577	4,337,213	3,438,009	381,181	6,546,681	15,502,537	77.3	4,561,040	2,368,943	1,741,664	4,002,673
	8 mos.	8,713	115,872,781	11,867,845	140,819,943	26,701,778	26,644,996	3,507,964	51,870,628	114,513,736	81.3	26,306,205	14,725,864	8,745,930	21,378,028
Chicago Great Western	August	1,480	2,495,940	23,283	2,709,050	818,094	276,380	100,656	844,992	2,116,915	78.1	592,135	154,775	171,143	449,773
	8 mos.	1,495	19,269,429	240,777	20,861,482	4,517,433	2,377,911	834,385	7,723,763	16,078,514	77.1	4,782,968	1,518,532	1,528,525	2,393,620
Chicago, Indianapolis & Louisville	August	541	1,324,464	90,498	1,505,559	295,089	233,788	68,824	576,104	1,262,513	83.9	243,046	70,614	90,971	100,424
	8 mos.	541	10,309,140	741,397	11,796,461	2,113,298	2,020,657	611,683	4,612,228	10,068,784	85.3	1,727,677	620,062	477,787	1,244,366
Chicago, Milwaukee, St. Paul & Pacific	August	10,670	19,281,469	2,110,009	23,478,303	4,008,075	3,470,011	430,353	8,994,566	17,856,117	76.1	5,622,186	2,073,000	2,891,066	2,721,202
	8 mos.	10,670	129,588,153	13,462,714	158,098,072	27,034,116	30,527,809	3,451,593	69,393,787	137,706,077	87.1	20,391,995	11,869,000	4,973,941	8,353,417
Chicago, Rock Island & Pacific	August	7,620	12,840,634	2,016,487	15,920,719	2,586,226	2,547,661	442,504	5,348,675	11,600,327	72.9	4,320,392	1,851,510	1,687,143	2,539,614
	8 mos.	7,623	99,237,229	14,483,562	122,526,216	16,488,718	19,819,817	3,655,512	45,107,390	90,685,755	74.0	31,840,461	13,966,356	12,080,341	14,557,704
Chicago, St. Paul, Minn. & Omaha	August	1,617	2,763,695	246,289	3,251,252	424,082	335,983	57,177	1,377,680	2,319,065	71.3	932,187	164,968	584,038	501,242
	8 mos.	1,617	16,978,024	1,670,780	20,286,890	3,126,167	3,563,286	455,316	10,350,988	18,463,169	91.0	1,823,721	1,422,738	—455,345	430,727
Clinchfield	August	317	1,302,637	9,230	1,323,902	264,502	243,289	33,568	335,334	908,855	68.6	415,046	174,574	318,851	614,801
	8 mos.	317	11,144,703	41,775	11,234,551	1,608,493	2,253,539	271,157	3,131,897	7,511,486	66.6	3,773,075	1,268,092	3,094,178	4,711,443

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1949

Name of road		Av. mileage operated during period	Operating revenues: Freight	Operating revenues: Passenger	Operating revenues: Total (inc. misc.)	Operating Expenses: Maintenance of Way and structures	Operating Expenses: Maintenance of Equipment	Operating Expenses: Traffic	Operating Expenses: Transportation	Operating Expenses: Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income: 1949	Net railway operating income: 1948
Colorado & Southern	August	744	1,076,286	99,947	1,270,600	248,755	194,056	25,203	415,798	939,034	73.9	331,566	150,992	128,418	106,672
	8 mos.	745	7,383,619	615,786	8,666,632	1,347,490	1,566,244	202,054	3,407,329	6,933,613	80.0	1,733,019	866,313	549,742	421,136
Ft. Worth & Denver City	August	902	999,712	137,418	1,246,651	201,351	204,579	44,151	426,152	953,302	76.5	293,349	97,517	121,185	133,396
	8 mos.	902	8,574,733	972,434	10,326,991	1,574,194	1,453,872	347,252	3,596,447	7,551,485	73.1	2,775,506	949,620	1,332,551	1,374,825
Colorado & Wyoming	August	41	123,631	.....	192,878	16,702	12,880	1,076	78,274	118,546	61.4	74,332	39,756	32,903	65,004
	8 mos.	41	1,043,781	.....	1,706,945	115,923	182,223	7,920	674,346	1,051,394	61.5	655,551	342,015	312,815	471,267
Columbus & Greenville	August	168	155,065	.....	160,423	39,142	31,398	4,673	46,253	137,276	85.6	23,147	15,741	11,356	513
	8 mos.	168	1,233,213	—23	1,279,467	300,732	248,294	36,850	362,947	1,083,672	84.7	195,795	131,947	84,921	108,822
Delaware & Hudson	August	794	3,571,159	257,194	3,955,870	690,324	843,487	69,721	1,741,947	3,515,880	88.9	439,990	267,430	143,148	833,406
	8 mos.	794	31,159,428	1,481,236	33,539,923	5,077,339	7,404,107	566,722	13,967,036	28,416,998	84.7	5,122,925	2,828,279	2,136,222	4,676,574
Delaware, Lackawanna & Western	August	968	5,180,403	833,048	6,559,849	1,005,417	1,166,540	145,378	2,963,745	5,507,994	84.0	1,051,855	552,339	456,047	1,208,492
	8 mos.	969	43,565,173	6,660,436	54,456,694	7,655,990	9,884,245	1,198,288	24,651,198	45,229,373	83.1	9,227,321	4,870,276	4,056,648	6,821,426
Denver & Rio Grande Western	August	2,413	5,427,895	347,562	6,032,801	855,849	992,912	189,293	2,045,171	4,355,945	72.2	1,676,856	710,029	901,307	962,316
	8 mos.	2,431	39,548,656	2,210,562	43,876,130	6,608,393	8,167,395	1,304,996	15,917,779	34,150,377	77.8	9,725,753	4,475,250	5,270,882	8,007,050
Detroit & Mackinac	August	232	150,051	1,014	159,866	31,500	21,632	1,825	34,781	95,860	60.0	64,006	25,385	35,526	49,521
	8 mos.	232	1,101,278	6,474	1,184,765	252,000	185,095	16,131	269,481	782,832	66.1	401,933	163,701	232,337	389,553
Detroit & Toledo Shore Line	August	50	429,717	.....	431,751	65,368	51,570	12,282	145,990	286,018	66.25	145,733	43,057	39,156	86,569
	8 mos.	50	4,080,055	.....	4,099,139	427,897	369,110	104,206	1,278,039	2,270,786	55.40	1,828,353	571,573	630,882	731,286
Detroit, Toledo & Ironton	August	464	1,200,180	898	1,226,556	190,880	211,943	23,760	336,841	803,557	65.5	422,999	174,560	219,981	355,603
	8 mos.	464	9,991,329	5,203	10,365,078	1,328,398	1,953,213	194,746	2,704,870	6,484,914	62.6	3,880,164	1,507,010	1,967,955	2,187,594
Duluth, Missabe & Iron Range	August	574	5,296,389	7,520	6,230,064	718,741	584,157	7,638	1,401,407	2,775,837	44.6	3,454,227	1,633,539	1,833,729	2,117,542
	8 mos.	574	27,671,792	42,839	32,400,075	4,987,629	4,266,978	65,688	8,612,459	18,436,900	56.9	13,963,175	6,868,297	7,075,918	7,166,537
Duluth, Winnipeg & Pacific	August	175	232,000	3,500	241,300	83,325	33,651	4,217	119,872	247,064	102.4	—5,764	22,682	—54,795	17,571
	8 mos.	175	2,113,000	22,900	2,168,100	566,486	365,009	34,076	1,022,203	2,035,561	93.9	132,539	179,385	—279,331	156,682
Elgin, Joliet & Eastern	August	238	2,766,121	.....	3,499,423	486,357	908,917	26,651	1,211,842	2,747,805	78.5	751,618	325,227	221,403	719,682
	8 mos.	238	25,831,973	20	31,207,113	2,632,181	5,542,911	223,204	10,632,355	19,925,284	63.9	11,281,829	4,436,441	4,695,159	4,977,039
Erie	August	2,231	11,150,007	657,384	12,831,760	2,345,574	2,241,534	294,785	5,443,828	10,899,412	84.9	1,932,348	856,496	563,276	2,067,066
	8 mos.	2,230	88,313,363	5,100,365	100,428,436	15,025,744	18,631,645	2,534,836	42,500,231	83,629,067	83.3	16,799,369	8,049,626	5,917,434	12,185,089
Florida East Coast	August	575	950,076	381,884	1,475,260	450,263	364,529	62,412	626,637	1,645,194	111.5	—169,934	279,322	—496,797	—208,417
	8 mos.	575	11,914,545	4,867,090	18,407,701	3,230,163	3,190,180	521,952	6,953,216	15,271,815	83.0	3,135,886	2,033,241	203,433	1,775,722
Georgia Railroad	August	326	567,024	45,000	665,177	79,951	97,985	27,765	315,280	549,692	82.6	115,485	33,156	96,956	127,786
	8 mos.	326	4,735,392	255,046	5,320,907	789,389	794,241	231,503	2,587,892	4,640,985	87.2	679,922	274,685	532,649	820,822
Georgia & Florida	August	408	313,605	76	316,167	63,999	30,439	15,766	111,975	233,329	73.8	82,838	16,334	44,848	19,604
	8 mos.	408	1,909,817	1,063	1,934,331	564,149	289,686	124,786	830,497	1,899,445	98.2	34,886	127,920	—222,342	—53,483
Grand Trunk Western	August	971	3,741,000	225,000	4,165,000	695,870	652,797	62,942	1,795,569	3,361,108	80.7	803,892	257,151	437,043	882,153
	8 mos.	971	28,003,000	1,511,000	31,608,000	5,305,853	5,448,110	518,239	14,026,776	26,522,395	83.9	5,085,605	1,974,320	2,278,472	2,496,504
Canadian Natl. Lines in New Engl.	August	172	130,000	28,000	193,000	82,499	42,086	2,897	116,126	256,917	133.1	—63,917	22,576	—115,216	—166,807
	8 mos.	172	1,069,000	93,000	1,384,000	557,392	360,379	22,961	954,867	1,992,699	144.0	—608,699	180,608	—1,016,082	—884,473
Great Northern	August	8,318	19,140,032	1,106,771	21,965,416	3,807,779	2,878,617	296,545	6,852,485	14,510,905	66.1	7,454,511	3,424,002	3,607,372	3,330,791
	8 mos.	8,318	120,147,359	5,187,598	139,509,331	28,621,752	23,866,015	2,780,584	50,903,866	111,347,709	79.8	28,161,622	15,511,163	10,531,726	13,980,703
Green Bay & Western	August	224	322,393	Dr. 1	328,125	100,002	49,560	16,801	99,157	277,820	84.67	50,305	22,385	7,502	6,208
	8 mos.	224	2,269,271	329	2,323,705	675,504	274,720	147,028	752,764	1,951,791	83.99	371,914	188,931	53,530	170,812
Gulf, Mobile & Ohio	August	2,901	5,067,325	516,952	5,960,265	1,054,613	1,041,857	247,939	1,915,222	4,555,803	76.4	1,404,462	577,738	587,712	892,575
	8 mos.	2,901	41,171,467	3,691,692	48,215,754	8,435,031	8,472,059	1,833,944	15,842,028	37,008,023	76.8	11,207,731	4,583,177	4,580,030	5,815,504
Illinois Central	August	6,543	16,999,249	2,190,313	21,143,756	4,213,920	3,775,877	451,234	7,496,680	16,854,306	79.7	4,289,450	2,283,644	1,828,447	2,400,898
	8 mos.	6,547	132,696,361	16,496,697	166,260,239	29,975,473	29,250,310	3,608,051	61,557,709	131,788,890	79.3	34,471,349	18,630,611	14,876,677	18,937,834
Illinois Terminal	August	474	837,049	114,309	1,069,862	176,026	134,446	35,917	408,946	803,432	75.10	266,430	125,452	126,383	198,859
	8 mos.	474	6,141,642	898,257	7,846,243	1,254,316	1,070,316	292,095	3,131,008	6,112,087	77.90	1,734,156	864,471	817,288	1,274,682
Kansas City Southern	August	891	2 850,867	123,773	3,226,794	256,692	387,709	83,468	937,185	1,776,713	55.1	1,450,081	516,000	764,080	1,009,987
	8 mos.	891	23,336,719	825,259	26,163,662	2,248,287	3,114,819	743,786	7,605,252	14,715,902	56.3	11,447,760	3,999,000	5,999,457	6,644,391
Kansas, Oklahoma & Gulf	August	328	411,788	582	415,015	80,843	46,932	16,754	112,131	276,787	66.7	138,228	66,165	51,397	118,969
	8 mos.	328	3,616,295	5,734	3,648,568	500,392	304,043	134,328	976,290	2,072,632	56.8	1,575,936	697,113	653,332	664,895
Lake Superior & Ishpeming	August	156	302,226	61	364,057	50,153	42,847	1,589	74,715	178,338	49.0	185,719	88,402	98,095	173,978
	8 mos.	156	2,230,283	774	2,689,491	384,598	379,870	14,410	592,256	1,445,127	53.7	1,244,364	628,369	642,374	618,294
Lehigh & Hudson River	August	96	222,132	.....	222,493	45,317	23,903	8,781	86,441	172,893	77.7	49,600	21,293	6,941	23,984
	8 mos.	96	1,877,250	.....	1,881,680	309,306	278,974	71,794	737,124	1,469,673	78.1	412,007	174,196	74,562	215,206
Lehigh & New England	August	191	751,554	.....	756,838	77,636	101,253	10,195	180,777	399,794	52.8	357,044	157,962	211,545	224,511
	8 mos.	191	4,902,304	.....	4,946,782	836,476	838,356	87,424	1,342,034	3,353,454	67.8	1,593,328	780,877	1,001,068	1,228,810
Lehigh Valley	August	1,252	5,165,504	308,000	5,787,983	907,233	1,026,671	141,277	2,543,978	4,832,398	83.5	955,585	391,386	377,394	1,209,117
	8 mos.	1,252	41,667,394	2,675,955	46,659,861	6,882,645	8,077,893	1,117,581	20,607,195	38,651,895	82.8	8,007,986	3,254,323	3,448,070	5,214,134
Long Island	August	376	1,183,371	3,390,072	4,738,303	570,592	813,013	13,191	2,250,030	3,740,631	78.9	997,672	461,758	283,228	658,509
	8 mos.	376	8,890,404	23,372,040	33,730,831	4,402,007	6,177,256	241,428	18,058,398	30,159,513	89.4	3,571,318	3,668,149	—2,193,256	—2,423,763

Table continued on next left-hand page

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1949

Name of road		Av. mileage operated during period	Operating revenues			Operating Expenses						Net from railway operation	Railway tax accruals	Net railway operating income	
						Maintenance of									
			Freight	Passenger	Total (inc. misc.)	Way and structures	Equipment	Traffic	Transportation	Total	Operating ratio			1949	1948
Louisiana & Arkansas	August	756	1,342,601	68,109	1,450,677	163,923	172,045	49,144	472,443	914,161	61.7	566,516	236,131	268,275	351,482
	8 mos.	756	10,996,112	495,683	12,024,361	1,485,641	1,412,288	407,533	3,922,154	7,681,970	63.9	4,342,391	1,730,763	2,077,980	2,391,296
Louisville & Nashville	August	4,775	12,581,274	1,321,045	14,765,820	2,317,060	3,127,351	292,039	6,217,977	12,543,956	85.0	2,221,864	1,611,271	1,059,795	2,384,225
	8 mos.	4,773	104,785,724	9,607,338	121,747,840	18,457,540	26,436,050	2,414,019	51,034,226	103,031,508	84.6	18,716,332	13,078,705	9,516,249	12,944,726
Maine Central	August	981	1,446,758	214,296	1,804,362	347,006	430,755	18,435	704,758	1,567,451	86.9	236,911	138,246	120,839	195,362
	8 mos.	981	14,251,865	1,302,319	16,554,759	2,836,939	3,399,603	152,750	5,793,037	12,730,884	76.9	3,823,875	1,917,409	1,578,927	1,772,245
Midland Valley	August	334	165,171	5	168,298	35,042	14,776	3,370	53,939	113,729	67.6	54,569	20,364	28,477	7,284
	8 mos.	334	1,237,416	74	1,262,653	301,077	154,507	28,530	431,055	969,587	76.8	293,066	130,565	97,358	130,032
Minneapolis & St. Louis	August	1,421	1,751,731	11,842	1,813,979	331,528	261,994	117,309	526,861	1,326,393	73.1	487,586	222,951	227,933	257,362
	8 mos.	1,421	11,879,459	83,711	12,337,262	2,475,949	2,077,004	875,655	4,273,807	10,444,644	84.7	1,892,618	1,077,417	677,281	1,069,560
Minneapolis, St. Paul & S. S. Marie	August	3,224	3,334,220	190,431	3,725,730	619,812	529,098	67,608	1,350,968	2,688,485	72.2	1,037,245	441,783	523,432	591,438
	8 mos.	3,224	20,424,339	925,458	22,702,861	4,650,305	3,990,053	517,595	9,628,742	19,637,630	86.5	3,065,231	1,829,257	873,268	218,341
Duluth, South Shore & Atlantic	August	530	479,975	20,769	544,693	244,555	91,822	16,181	209,209	572,966	105.2	—28,273	31,543	—66,420	49,659
	8 mos.	530	3,427,563	110,328	3,756,644	1,030,482	767,422	142,250	1,618,845	3,647,250	97.1	109,394	201,231	—206,799	444,170
Spokane International	August	152	146,946	1,445	159,294	39,775	16,918	4,013	72,023	141,009	88.5	18,285	11,305	—8,414	26,687
	8 mos.	152	1,242,589	10,681	1,344,407	330,393	143,865	32,173	558,691	1,134,904	84.4	209,503	90,684	13,380	100,797
Mississippi Central	August	148	179,603	—390	183,230	55,108	23,859	12,388	46,781	146,883	80.2	36,347	15,337	10,774	32,230
	8 mos.	148	1,462,344	—280	1,496,543	428,536	181,214	99,491	387,135	1,169,234	78.1	327,309	136,469	85,760	207,267
Missouri-Illinois	August	172	337,827	300	340,015	84,351	53,155	6,615	94,880	252,333	74.2	87,682	34,034	50,382	47,751
	8 mos.	172	2,770,087	1,928	2,787,712	524,841	383,124	55,752	781,896	1,804,413	64.7	983,299	357,111	572,016	663,281
Missouri-Kansas-Texas Lines	August	3,253	5,188,921	339,422	5,990,791	876,247	833,898	218,815	2,089,528	4,290,934	71.6	1,699,857	698,834	701,082	1,007,857
	8 mos.	3,253	42,509,430	2,925,129	49,104,074	7,291,810	7,122,787	1,768,037	18,814,232	37,272,980	75.9	11,831,094	4,691,966	4,221,813	5,629,189
Missouri Pacific (Estimated)	August	7,004	14,759,000	1,102,000	17,342,168	3,050,000	3,072,000	420,000	6,395,000	13,539,000	78.1	3,803,168	1,368,233	1,839,135	3,253,870
	8 mos.	7,005	114,363,376	8,169,238	134,193,741	21,716,605	23,349,714	3,315,608	52,315,770	105,337,087	78.5	28,856,654	9,894,624	14,072,323	17,546,240
Gulf Coast Lines	August	1,712	2,824,977	97,710	3,092,327	563,329	476,215	80,469	1,106,747	2,344,227	75.8	748,100	205,873	376,095	410,745
	8 mos.	1,713	24,505,207	778,346	26,603,208	4,627,533	3,309,517	652,692	9,016,523	18,580,050	69.8	8,023,158	2,362,246	3,805,022	5,541,720
International-Great Northern	August	1,110	2,201,608	206,152	2,623,873	535,683	418,443	53,106	1,079,378	2,197,866	83.8	426,007	120,765	222,582	408,447
	8 mos.	1,110	17,553,262	1,429,234	20,976,194	3,741,780	3,260,575	419,136	8,918,565	17,196,967	82.0	3,779,227	964,790	1,817,070	1,385,875
Monongahela	August	170	419,967	935	424,318	65,931	60,813	1,600	153,051	285,266	67.2	139,052	73,594	—33,208	167,187
	8 mos.	170	4,533,300	8,230	4,575,932	626,599	524,272	8,168	1,523,556	2,737,564	59.8	1,838,368	600,196	340,373	942,953
Montour	August	51	219,694	.....	220,801	26,737	50,047	842	67,226	155,250	70.3	65,551	48,521	56,161	83,539
	8 mos.	51	1,985,703	.....	1,906,099	224,732	554,230	6,672	595,570	1,462,171	76.7	443,928	403,018	463,488	540,039
Nashville, Chatt. & St. Louis	August	1,049	2,260,709	205,509	2,689,460	570,861	333,410	99,683	1,010,178	2,115,190	78.6	574,270	293,306	300,243	265,158
	8 mos.	1,049	17,954,920	1,500,920	21,461,725	3,677,897	2,975,608	845,261	8,862,073	17,272,132	80.5	4,189,593	2,217,490	1,977,813	1,825,453
New York Central	August	10,729	42,029,731	10,631,399	59,065,885	7,953,331	11,338,415	946,886	26,185,919	49,276,889	83.4	9,788,996	4,546,339	3,822,517	5,935,253
	8 mos.	10,729	339,849,947	80,911,129	469,840,431	64,319,648	94,439,424	8,010,010	213,379,293	404,366,148	86.1	65,474,283	35,698,916	18,328,739	23,473,693
Pittsburgh & Lake Erie	August	221	2,694,715	89,603	2,887,864	471,802	897,599	66,160	1,165,862	2,783,124	96.4	104,740	441,405	272,220	957,622
	8 mos.	221	26,269,564	680,145	28,112,609	3,624,263	8,318,726	537,473	9,961,365	23,924,416	85.1	4,188,193	4,013,377	4,896,319	6,583,333
New York, Chicago & St. Louis	August	1,686.98	7,236,487	145,656	7,591,911	1,133,687	1,263,938	217,849	2,962,665	5,892,466	77.6	1,699,445	593,683	681,149	1,408,170
	8 mos.	1,666.98	62,563,017	1,036,260	65,200,937	9,075,121	10,482,656	1,754,792	23,726,024	47,542,166	72.9	17,658,771	6,985,525	8,049,326	10,598,501
New York, New Haven & Hartford	August	1,798	6,024,264	4,340,020	11,466,049	1,825,275	1,856,095	234,825	4,948,760	9,577,643	83.5	1,888,406	780,000	492,783	1,371,110
	8 mos.	1,798	55,018,969	33,504,267	97,774,195	14,277,016	14,667,430	1,927,745	41,314,327	78,385,643	80.2	19,388,552	7,800,000	5,925,592	6,929,883
New York Connecting	August	21	126,482	.....	141,967	76,765	14,046	.....	54,938	148,231	104.4	—6,264	60,752	—41,910	93,672
	8 mos.	21	1,536,802	.....	1,632,739	572,048	207,576	.....	457,711	1,257,949	77.0	374,790	495,090	78,491	470,230
New York, Ontario & Western	August	544	561,311	40,651	643,760	111,485	78,506	27,682	295,736	564,958	87.8	78,802	39,538	—45,138	—7,462
	8 mos.	544	4,033,518	119,335	4,493,154	778,483	697,345	235,066	2,163,972	4,150,123	92.4	343,031	300,585	—491,091	—852,354
New York, Susquehanna & Western	August	120	304,747	40,085	354,864	45,884	54,156	5,334	168,922	295,573	83.3	59,291	29,919	3,249	44,318
	8 mos.	120	2,602,907	328,700	3,031,814	380,438	441,005	48,728	1,359,927	2,427,865	80.1	603,949	252,538	132,674	236,380
Norfolk & Western	August	2,129	10,569,599	512,451	11,549,697	1,994,931	2,333,916	253,168	3,879,393	8,993,760	77.9	2,555,937	1,638,183	1,446,681	4,097,857
	8 mos.	2,129	99,067,389	3,900,383	107,527,761	15,479,168	23,779,853	2,164,828	34,199,415	79,995,114	74.4	27,532,647	16,197,300	16,730,636	25,442,111
Norfolk Southern	August	683	688,699	617	714,079	157,063	78,592	40,950	243,834	575,265	80.6	138,814	74,995	46,676	94,164
	8 mos.	683	5,564,498	3,211	5,761,514	1,165,840	715,859	348,668	1,945,428	4,636,907	80.5	1,124,607	593,663	379,106	633,733
Northern Pacific	August	6,889	12,707,784	800,729	14,609,858	2,875,060	2,507,864	246,241	4,794,382	11,123,267	76.1	3,486,591	1,745,047	2,011,738	2,400,418
	8 mos.	6,889	84,748,457	5,277,846	97,701,684	20,054,700	19,787,386	2,135,874	37,588,810	84,670,664	86.7	13,031,020	9,872,545	5,426,684	10,184,286
Northwestern Pacific	August	331	858,247	7,793	904,431	164,633	92,804	4,448	357,970	633,448	70.0	270,983	41,008	181,365	139,286
	8 mos.	331	5,126,701	43,183	5,379,278	1,431,889	690,144	36,542	2,566,104	4,833,012	89.8	546,266	313,247	—123,669	375,153
Pennsylvania	August	10,142	50,925,781	12,124,724	69,746,477	10,803,384	16,284,471	1,255,687	31,435,001	62,612,924	89.8	7,133,553	5,320,568	592,599	10,606,605
	8 mos.	10,142	439,016,853	101,603,973	594,323,374	77,982,428	130,637,089	10,106,419	265,434,544	507,634,806	85.4	86,688,568	46,567,306	27,685,971	35,832,083
Pennsylvania-Reading Seashore Lines	August	366	497,849	616,925	1,155,350	175,917	99,351	11,361	698,757	1,014,687	87.8	140,663	92,346	—101,544	125,096
	8 mos.	386	3,795,806	2,550,923	6,564,873	1,550,111	1,224,785	87,510	4,776,326	7,886,087	120.1	—1,321,214	723,780	—3,044,394	—1,812,225
Pittsburg & Shawmut	August	97	206,368	.....	206,924	38,773	34,502	2,528	56,385	135,143	65.3	71,781	30,019	37,918	35,297
	8 mos.	97	1,543,519	.....	1,550,668	301,520	300,822	27,524	438,572	1,131,457	73.0	419,211	151,042	262,761	353,741

Table is continued on second left-hand page

with an EYE to maintenance

Simplicity and accessibility are two cardinal virtues of any mechanical device. Combined they make possible ease of maintenance with reliability following naturally. With this as our golden rule, many refinements suggested by experienced operating engineers and others conceived by ourselves have been incorporated in this new switcher. The novel arrangement of electrical controls and auxiliary equipment, providing easy and ample access for inspection and adjustment, is a fair example. Water-cooling of the engine exhaust manifold to equalize thermal expansion in related connections, thereby eliminating causes of serious exhaust gas leaks, is another.

The major consideration in ease of maintenance is a comfortable margin of ready power in the prime mover at all conditions of operation. The diesel engine in this switcher is a powerful rugged four-cycle supercharged type with 8-cylinder in-line configuration. All parts of it are precision machined requiring no hand fitting. Since the engine is supercharged, pistons are made smaller. With lighter reciprocating weights, the engine responds more rapidly to throttle changes. This procedure conforms strictly to modern trends in diesel-engine design.

Accessibility has been emphasized in the diesel-engine construction. For example, all gears in the timing train can be removed easily without disturbing the electric generator. Any piston can be pulled without removing its respective cylinder liner.

Arrange to have your people who know railroad diesels take a careful look at this switcher. It is powered by our own Hamilton-built engine which provides a full 1000 horsepower to the traction motors. Standard Westinghouse electrical equipment is used. Accessories are standard and of highest grade.

LIMA HAMILTON CORPORATION

DIVISIONS: *Lima, Ohio*—Lima Locomotive Works Division; Lima Shovel and Crane Division. *Hamilton, Ohio*—Hooven, Owens, Rentschler Co.; Niles Tool Works Co. *Middletown, Ohio* — The United Welding Co.

PRINCIPAL PRODUCTS: Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery; Special heavy machinery; Heavy iron castings; Weldments.

The "Low-down" on HIGH Availability

NEARLY everyone knows that General Motors locomotives have broken every performance record in modern railroading. By the very nature of their design, they need less time out for maintenance.

But, there is still another factor back of every Diesel locomotive—and behind it *for life*—to insure its *high* availability. *It's the supply of genuine EMD Parts for every model ever built.*

"Parts" is a highly specialized business at Electro-Motive—first, in the progressive engineering program which works constantly to improve parts life and performance for both current and older model locomotives; second, in the modern distribution methods employed; third, in the genuine interest EMD has in assisting in emergencies or in any problem in connection with your parts requirements.

A network of six strategically located Branch Warehouses —in addition to the new and modern Parts Center at La Grange—bolsters the railroad's reserve stock.

This inside "picture story" shows how warehousing facilities at Electro-Motive have been expanded to keep distribution far ahead of current and even projected parts demands. All these highlights explain how this phase of maintenance contributes to the *high* availability of every General Motors Diesel locomotive.

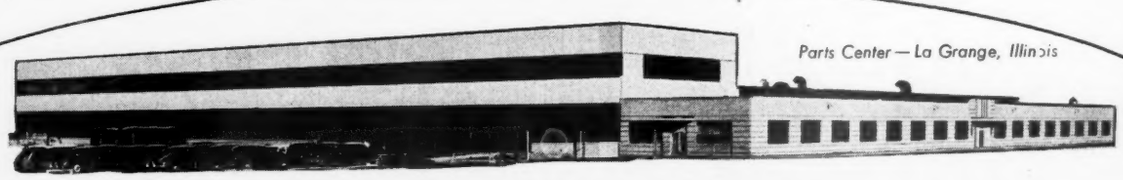
Lift-trucks and every possible mechanized equipment permit modern palletized handling methods replacing the time-consuming, back-breaking operation of yesterday. Clear identification of parts likewise speeds both incoming and outgoing material.

1,500 items a day move over this mechanized conveyor line at the new EMD Parts Headquarters, La Grange.

Receiving and shipping are both indoor operations in the new Parts Center at Electro-Motive. Overhead crane and power trucks hustle shipments into waiting cars or trucks.

ctro-Motive's "location method" of párts storage is a big rt cut. The file in the foreground houses location cards, ing part number, description and location for rapid ck-picking to fill orders.

Rows of steel bins in the Parts Center, at La Grange, are capable of housing more than 26,000 different items. These are located beside the mechanical shipping line for rapid order consolidation.



Parts Center — La Grange, Illinois

ELECTRO-MOTIVE

DIVISION OF GENERAL MOTORS

LA GRANGE, ILL.

GENERAL MOTORS LOCOMOTIVES

Home of the Diesel Locomotive

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1949

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating Expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income: 1949	1948
Pittsburgh & West Virginia	August	135	592,468	.....	610,990	145,103	110,295	39,372	157,720	485,292	79.4	125,698	159,850	17,557	185,371
	8 mos.	135	5,125,930	646	5,279,617	1,089,564	1,046,187	330,601	1,371,775	4,107,111	77.5	1,172,506	727,245	837,840	1,289,631
Reading	August	1,324	7,630,026	564,507	8,588,570	1,367,942	1,941,839	130,580	3,751,240	7,504,913	87.4	1,083,657	568,855	587,212	1,348,862
	8 mos.	1,324	66,960,132	5,139,868	75,952,479	12,675,465	15,688,222	1,064,456	31,192,568	63,121,452	83.1	12,831,027	6,540,053	6,115,055	9,015,403
Richmond, Fredericksburg & Potomac	August	118	867,481	490,428	1,527,757	282,504	312,488	20,449	740,124	1,478,852	96.8	48,905	80,705	—76,457	210,411
	8 mos.	118	9,436,664	4,449,827	15,605,216	2,515,609	2,648,243	170,351	6,724,030	13,090,314	83.9	2,514,902	1,403,944	485,557	1,965,980
Rutland	August	407	367,230	44,350	485,288	68,158	74,397	13,289	242,249	415,429	85.6	69,859	29,915	18,312	52,755
	8 mos.	407	2,764,018	254,575	3,601,693	650,590	705,164	113,244	2,011,803	3,625,177	100.7	—23,484	236,234	—410,839	45,096
Sacramento Northern	August	271	295,724	.....	300,557	70,098	17,999	2,416	81,093	178,643	59.4	121,914	13,438	92,928	—37,524
	8 mos.	271	1,367,201	.....	1,406,819	657,076	165,862	17,408	542,428	1,450,194	103.1	—43,375	102,896	—236,331	—382,433
St. Louis-San Francisco	August	4,644	7,464,520	548,182	8,644,353	1,597,750	1,522,499	220,894	3,370,200	7,111,502	82.3	1,532,851	845,462	772,227	1,087,021
	8 mos.	4,645	58,800,866	4,420,758	66,180,925	12,224,744	12,203,932	1,887,612	27,977,394	57,506,772	84.3	10,674,153	5,869,892	4,959,832	6,779,926
St. Louis, San Francisco & Texas	August	159	357,101	10,825	385,831	56,800	33,090	14,785	139,640	253,918	65.8	131,913	44,734	46,208	67,512
	8 mos.	159	2,787,277	83,840	3,024,040	471,964	278,203	129,784	1,265,939	2,226,909	73.6	797,131	228,122	237,280	374,770
St. Louis Southwestern Lines	August	1,569	4,368,034	63,265	4,630,128	756,664	561,387	141,003	1,398,632	3,045,241	65.8	1,584,887	738,173	671,844	791,237
	8 mos.	1,569	36,527,517	469,114	38,443,215	5,429,899	5,237,592	1,144,016	12,668,349	25,890,879	67.3	12,552,336	5,347,190	5,531,930	7,548,645
Seaboard Air Line	August	4,150	7,231,930	1,097,701	9,038,582	1,391,882	1,801,873	308,177	3,378,742	7,327,513	81.1	1,711,069	760,434	899,608	1,046,014
	8 mos.	4,152	66,933,899	10,866,134	83,706,440	13,757,797	15,578,666	2,565,490	31,742,997	67,691,773	80.9	16,014,667	7,599,008	7,209,823	9,476,800
Southern	August	6,208	14,638,609	1,706,381	17,617,083	2,541,245	3,409,845	338,894	6,864,937	13,908,468	78.9	3,708,615	1,638,511	1,956,028	2,838,599
	8 mos.	6,385	117,768,015	12,610,084	140,892,092	21,317,113	27,623,794	2,883,997	55,410,070	113,387,053	80.5	27,505,039	13,310,999	12,736,136	19,219,949
Alabama Great Southern	August	316	1,098,541	131,036	1,323,520	219,275	280,495	30,215	461,472	1,045,912	79.0	277,608	133,914	127,117	217,976
	8 mos.	316	8,961,567	869,651	10,626,963	1,689,474	2,279,220	288,277	3,755,118	8,398,076	79.0	2,228,887	1,359,489	979,345	1,718,228
Cinn., New Orleans & Texas Pacific	August	337	2,494,169	176,708	2,815,156	429,927	575,810	58,548	874,026	2,038,586	72.4	776,570	372,855	384,480	702,289
	8 mos.	337	21,748,039	1,532,221	24,569,209	3,260,842	4,588,074	482,900	7,446,924	16,631,972	67.7	7,937,237	3,884,584	4,298,892	5,530,810
Georgia Southern & Florida	August	397	517,417	27,774	613,133	135,572	53,259	6,765	196,310	404,241	65.9	208,892	47,798	69,665	138
	8 mos.	397	3,818,083	556,361	4,819,325	1,134,419	449,814	57,751	1,668,422	3,433,735	71.2	1,385,590	387,621	346,330	323,396
New Orleans & Northeastern	August	204	817,339	69,753	936,565	146,973	133,004	17,117	211,928	548,168	58.5	388,397	158,572	179,300	255,960
	8 mos.	204	5,816,232	504,497	6,706,666	1,163,464	763,118	143,150	1,644,186	4,031,600	60.1	2,675,066	1,179,747	1,114,988	1,760,033
Southern Pacific	August	8,142	30,953,591	3,946,113	37,717,459	3,838,976	7,157,464	704,295	14,068,762	27,782,857	73.7	9,934,602	4,767,699	3,923,717	3,633,136
	8 mos.	8,168	228,105,803	27,828,626	276,082,645	35,260,192	55,354,593	5,813,858	113,768,065	225,632,101	81.7	50,450,544	25,840,621	16,175,617	25,340,085
Texas & New Orleans	August	4,316	8,693,156	772,239	10,055,084	1,553,609	1,172,711	209,529	3,561,719	6,950,600	69.1	3,104,484	1,257,216	1,448,742	1,302,665
	8 mos.	4,316	66,519,952	5,954,608	77,301,023	12,155,396	11,032,047	1,743,898	29,446,013	58,140,411	75.2	19,160,612	8,047,738	7,557,635	9,530,344
Spokane, Portland & Seattle	August	945	2,053,180	118,003	2,290,998	542,261	202,673	21,415	731,093	1,580,925	69.0	710,073	182,580	448,760	541,611
	8 mos.	945	14,062,591	762,595	15,755,741	3,468,368	1,918,101	172,620	5,719,275	11,970,610	76.0	3,785,131	1,300,674	1,703,482	1,800,708
Tennessee Central	August	286	346,844	5,076	371,040	68,372	48,500	9,721	123,336	266,645	71.9	104,395	20,317	60,643	56,266
	8 mos.	286	2,709,313	24,146	2,882,319	528,918	415,160	79,157	1,149,473	2,313,837	80.3	568,482	202,954	187,024	55,455
Texas & Pacific	August	1,854	4,256,209	425,781	5,118,975	920,071	829,170	160,160	1,838,945	4,033,576	78.8	1,085,399	396,038	482,423	811,984
	8 mos.	1,854	35,329,112	3,379,196	42,197,541	6,097,844	6,652,101	1,325,824	16,316,922	32,711,296	77.5	9,486,245	3,304,551	4,388,644	5,526,965
Texas Mexican	August	162	239,140	.....	269,169	58,761	27,008	6,728	59,527	168,543	62.6	100,626	32,351	44,937	3,182
	8 mos.	162	1,886,476	.....	2,089,765	418,717	203,570	48,942	542,558	1,331,269	63.7	758,496	260,324	338,390	311,479
Toledo, Peoria & Western	August	239	403,204	33	411,716	71,830	34,836	35,097	100,142	266,869	64.8	144,847	52,578	57,944	34,022
	8 mos.	239	3,073,298	173	3,123,596	568,347	250,136	269,088	812,880	2,094,242	67.1	1,029,354	401,530	426,040	380,443
Union Pacific	August	9,721	32,223,908	3,622,465	38,909,387	5,871,960	6,242,379	686,889	12,695,950	27,482,512	70.6	11,426,875	5,664,608	3,833,191	5,758,608
	8 mos.	9,725	208,659,660	22,184,732	252,173,138	45,447,362	48,243,059	6,117,395	95,827,327	210,964,950	83.5	41,808,188	27,982,086	4,318,805	24,020,090
Utah	August	111	129,060	.....	129,315	22,951	51,201	661	52,485	134,676	104.1	—5,361	10,768	—3,879	—29,099
	8 mos.	111	1,055,122	.....	1,056,997	226,007	425,262	5,719	496,918	1,214,721	114.9	—157,724	102,961	—204,318	—69,513
Virginian	August	663	2,286,731	4,849	2,353,717	289,495	575,453	37,996	552,823	1,524,745	64.8	828,972	381,000	552,341	1,096,479
	8 mos.	663	21,789,998	34,938	22,579,084	2,971,529	5,842,772	317,073	5,340,900	15,096,896	66.9	7,482,188	3,532,200	4,958,459	5,731,788
Wabash	August	2,393	7,025,655	451,833	7,966,867	1,248,248	1,095,363	260,051	3,427,484	6,370,097	80.0	1,596,770	662,521	527,342	1,046,407
	8 mos.	2,393	52,604,418	3,242,835	60,307,620	9,504,354	8,821,881	2,033,706	26,159,463	49,056,937	81.3	11,250,683	4,540,026	3,884,186	8,201,050
Ann Arbor	August	294	605,845	4,843	663,578	166,945	95,043	22,677	288,026	595,892	89.8	67,686	36,931	7,374	145,493
	8 mos.	294	4,903,524	26,341	5,108,117	853,147	852,978	181,352	2,310,149	4,336,898	84.9	771,219	384,340	252,643	633,471
Western Maryland	August	836	3,032,247	17,921	3,213,896	426,319	587,834	67,861	998,085	2,218,620	69.0	995,276	477,000	580,321	1,022,913
	8 mos.	837	26,975,150	97,553	28,230,806	3,879,652	5,711,720	563,927	8,631,402	19,895,326	70.5	8,335,480	4,098,000	4,925,159	5,814,661
Western Pacific	August	1,195	3,045,522	300,557	3,456,521	748,366	538,253	164,250	1,205,011	2,858,786	82.7	597,735	296,394	219,059	592,440
	8 mos.	1,195	23,885,626	2,055,344	26,741,484	4,990,788	4,575,794	1,359,489	9,786,972	22,435,365	83.9	4,306,119	1,366,201	2,408,526	3,209,835
Wheeling & Lake Erie	August	506	2,624,202	.....	2,805,052	404,896	454,081	62,124	879,589	1,886,339	67.3	918,713	543,735	580,220	964,830
	8 mos.	506	21,260,407	789	22,417,800	3,137,729	3,749,182	507,327	6,935,000	14,996,251	66.9	7,421,549	4,214,708	4,865,366	5,897,945
Wisconsin Central	August	1,051	2,125,890	67,984	2,347,333	439,875	339,509	58,782	904,878	1,831,734	78.0	515,599	149,373	267,636	238,192
	8 mos.	1,051	16,472,702	441,997	17,946,034	2,783,993	2,701,283	476,492	7,615,242	14,259,330	79.5	3,686,704	1,157,275	1,539,580	2,429,132

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Marshall Car Wheel & Foundry Co. • New York Car Wheel Co. • Pullman-Standard Car Mfg. Co.
Southern Wheel (American Brake Shoe Co.)

GENERAL NEWS

(*Continued from page 68*)

Long Island Fare Rise Approved by the I.C.C.

The Interstate Commerce Commission has approved the Long Island's plan to increase its interstate passenger fares from 3 cents to 3.5 cents per mile in coaches and from 4 cents to 4.66 cents per mile in Pullman or parlor cars. The Commission's report, dated October 10, was by Commissioner Rogers. The proceeding was docketed as No. 30257, and the report noted that the road's plans also contemplate raising intrastate fares, a matter which is now pending before the New York Public Service Commission.

In making its favorable findings, the I.C.C. Report said that "the record leaves no doubt" that the road was "in need of additional revenue." It added: "Present revenues are not keeping pace with operating expenses, and the conditions causing the constant increase in operating expenses are in large part beyond [the road's] control. The principal economies presently available are through deferring maintenance, which, at best, is but temporary. If petitioners are to continue to provide adequate and efficient service, the increased revenues here sought must be forthcoming."

Commissioner Splawn filed a brief dissenting opinion in which he said that the interstate increases would produce only about $10,000 in annual revenue, whereas the intrastate proposal before the New York commission was expected to produce $1,400,000. From this it was "clear" to Mr. Splawn that the case presented "essentially an intrastate problem", and he thought it would have been "preferable" for the I.C.C. to withhold action until the New York commission made its decision.

Selected Income and Balance-Sheet Items of Class I Steam Railways

Compiled from 128 reports (Form IBS) representing 132 steam railways
(SWITCHING AND TERMINAL COMPANIES NOT INCLUDED)

Income Items	United States For month of June 1949	1948	For the six months of 1949	1948
1. Net railway operating income	$61,263,278	$124,972,864	$312,690,728	$410,932,721
2. Other income	23,408,718	24,565,138	105,023,033	113,623,217
3. Total income	84,671,996	149,538,002	417,713,761	524,555,938
4. Miscellaneous deductions from income	2,582,771	14,934,404	18,876,422	34,051,133
5. Income available for fixed charges	82,089,225	134,603,598	398,837,339	490,504,805
6. Fixed charges:				
6–01. Rent for leased roads and equipment	11,364,410	12,084,211	57,551,742	63,974,389
6–02. Interest deductions[1]	25,007,224	24,765,675	148,441,277	146,258,525
6–03. Other deductions	212,412	148,213	1,157,790	863,164
6–04. Total fixed charges	36,584,046	36,998,099	207,150,809	211,096,078
7. Income after fixed charges	45,505,179	97,605,499	191,686,530	279,408,727
8. Other deductions	3,029,253	3,180,253	18,296,880	19,074,864
9. Net income	42,475,926	94,425,246	173,389,650	260,333,863
10. Depreciation (Way and structures and Equipment)	34,029,070	31,050,032	199,631,269	183,676,507
11. Amortization of defense projects	1,372,995	1,371,670	8,227,318	8,524,104
12. Federal income taxes	23,749,206	52,253,433	130,903,624	171,903,228
13. Dividend appropriations:				
13–01. On common stock	12,844,577	11,029,522	90,663,259	80,550,471
13–02. On preferred stock	1,055,752	2,261,056	33,639,043	33,485,055
Ratio of income to fixed charges (Item 5÷6—04)	2.24	3.64	1.93	2.32

Selected Expenditure and Asset Items	United States Balance at end of June 1949	1948
17. Expenditures (gross) for additions and betterments—Road	$160,227,180	$146,384,499
18. Expenditures (gross) for additions and betterments—Equipment	551,520,008	415,364,884
19. Investments in stocks, bonds, etc., other than those of affiliated companies (Total, Account 707)	514,864,169	538,342,324
20. Other unadjusted debits	134,400,319	156,548,536
21. Cash	697,969,789	876,365,726
22. Temporary cash investments	846,514,432	875,883,728
23. Special deposits	118,524,227	122,137,726
24. Loans and bills receivable	890,044	12,577,296
25. Traffic and car-service balances—Dr.	55,620,586	59,577,958
26. Net balance receivable from agents and conductors	124,379,514	132,869,328
27. Miscellaneous accounts receivable	295,863,104	345,676,550
28. Materials and supplies	854,035,510	816,373,899
29. Interest and dividends receivable	13,088,947	16,847,713
30. Accrued accounts receivable	152,265,992	176,987,147
31. Other current assets	39,199,220	41,357,537
32. Total current assets (items 21 to 31)	3,198,351,365	3,476,654,608
Selected Liability Items		
40. Funded debt maturing within 6 months[2]	$130,176,290	$119,307,073
41. Loans and bills payable[3]	6,006,825	3,150,000
42. Traffic and car-service balances—Cr.	80,018,449	96,600,283
43. Audited accounts and wages payable	481,976,123	514,967,014
44. Miscellaneous accounts payable	221,043,681	232,780,933
45. Interest matured unpaid	46,643,735	47,648,809
46. Dividends matured unpaid	20,681,201	20,548,208
47. Unmatured interest accrued	57,936,894	57,527,200
48. Unmatured dividends declared	14,670,566	15,782,240
49. Accrued accounts payable	156,862,583	203,970,726
50. Taxes accrued	682,335,513	644,413,783
51. Other current liabilities	74,001,963	98,186,197
52. Total current liabilities (items 41 to 51)	1,842,177,533	1,935,575,393
53. Analysis of taxes accrued:		
53–01. U. S. Government taxes	533,881,416	503,629,201
53–02. Other than U. S. Government taxes	148,454,097	140,784,582
54. Other unadjusted credits	272,832,890	294,012,127

[1] Represents accruals, including the amount in default.
[2] Includes payments of principal of long-term debt (other than long-term debt in default) which becomes due within six months after close of month of report.
[3] Includes obligations which mature not more than one year after date of issue.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

More Negotiations on Demand For Extra Fireman on Diesels

Negotiations between the railroads and the Brotherhood of Locomotive Firemen & Enginemen, concerning the union's demand for an additional fireman on Diesels, were reopened at Chicago on October 11. The new talks followed the union's rejection, on October 9, of the presidential emergency board's report of September 19, wherein it was recommended that the brotherhood's demands be denied. See *Railway Age* of September 24, page 52).

Dining Car Officers Consider Ways of Cutting Costs

The 49th annual meeting of the American Association of Dining Car Officers, held October 4 through 6, at the Sherry-Frontenac Hotel, Miami Beach, Fla., has been described as the most important session in the history of that body. Steeply mounting labor and food costs have skyrocketed dining car expenses and ways and means of reducing such costs were considered seriously and effectively in a down-to-earth meeting, with no holds barred.

The convention, led by President Pierre Griffith, superintendent of dining cars of the Wabash, was characterized by frank discussion and interchange of ideas that might lead to reducing the cost to the railways of operating dining cars. Representatives of some 35 roads discussed the methods used on their own lines to combat events that have sent costs soaring in this department.

The convention was welcomed to Miami Beach by C. E. Bell, general passenger traffic manager of the Seaboard Air Line, a former superintendent of dining cars and a past president of the association, who was the only formal speaker, since it was felt by the executive committee that the question of reducing costs was paramount.

Lengthy discussions were held on the merits of "prefabricated" foods, i.e., foods prepared ahead of train departure in special commissary kitchens at terminals and steaks, chops, etc., already carved and ready for cooking before being placed on the cars. Several of the roads are experimenting along these lines, as well as in so-called "electronic" cooking, and their experiences were outlined at

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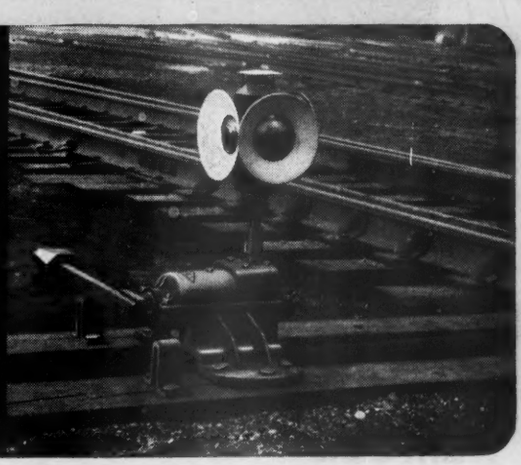
RACOR No. 22 Heavy Duty Automatic Safety Switch Stands



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Provide safety and economy on the Chicago and North Western Railway

Racor No. 22 Heavy Duty Automatic Safety Adjustable Switch Stands have been installed with the track facilities serving the North Western's new Chicago Diesel Shop. Recommended for all busy switching turnouts that are frequently run through, these stands operate either manually or automatically. Adjustment to fit slight variations in the throw of switches is provided by a heavy 1¾" diameter adjustable crank eye. Target and lamp rotate with switches whether thrown manually or automatically. During automatic operation the hand lever remains stationary. Write for descriptive literature.

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the meeting. Adjusting dining car pools to procure maximum service from each diner and crew was also discussed in detail, with several officers supplying valuable data as to their experiences. Some roads with favorable operating conditions have been able to work out the pools so that all but one or two of their dining cars are now serving three meals per day.

Dining cars present distinct hazards, which are increasing as the speed of the trains increases. The occurrence of burns and cuts, particularly among kitchen help, was analyzed. The committee on safety presented a report on ways and means to reduce accidents on dining cars and thus reduce costs of operation by cutting down on claim payments. In the discussion several roads presented exhibits of safety pamphlets directed at and distributed to dining car employees and dealing specifically with their safety problems.

The military committee reported that the government had been prevailed upon to increase the payment for meals served to military personnel to approach more nearly the increased dining car operating costs.

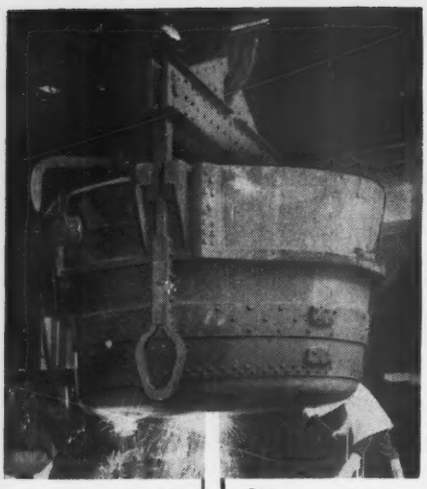
Standardization of Construction

The committee on the standardization of dining car construction reported that its studies were not complete, but that indications were that perhaps some $40,000 per car could be saved in engineering costs if standardization was effective. The committee on revenue protection placed before the meeting a wide variety of dining car meal checks for the purpose of making accounting and the checking of accounts more efficient.

While the matter of dining car costs was given the major share of attention, the matter of service was not passed over lightly by any means. The committee on training of personnel presented an interesting report, giving the results of a questionnaire sent out to various railways. In brief, the training of personnel, supervisory and otherwise, is being given more attention now than ever before, in order to improve service to the public.

Discussion of the report of the committee on sanitation brought out the fact that the U. S. Public Health Service recently began issuing a series of recommendations in line with the U. S. sanitary code regarding dining cars and, through the association, steps have been taken to have meetings between dining car supervisors and representatives of the Public Health Service to promote better understanding. At some of these meetings already held, the situation had been clarified materially, it was indicated.

R. G. Robinson, superintendent dining car service of the Pennsylvania, was elected president of the association for the coming year and A. E. Yarlott, general superintendent, dining car service of the New York Central, was elected vice-president, W. F. Ziervogel, superintendent dining cars of the Missouri Pacific, was re-elected secretary-treasurer. Guy A. Cameron, manager, dining car department, of the Southern Pacific (Texas-Louisiana



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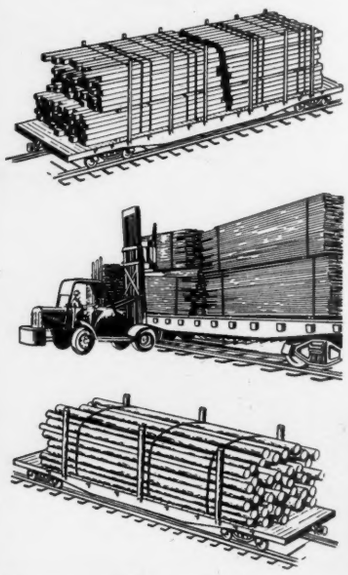
How Bundled Lumber Saves Money for American Railroads

ACME STEEL CO. CHICAGO



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News Department continued on next left-hand page

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Prevents Insect Infestation . . . Promotes Good-Will!

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Enoz Vaporizers . . . the "brains" of the Enoz System . . . are supplied free of charge to users of Enoz!

Today, traveling people just naturally expect home-like convenience and comfort of railroad equipment and service . . . insist that all cars be thoroughly clean . . . absolutely free of insects! And, that's why more and more of the "Big" railroads are switching to Enoz! They are finding that the Enoz System of Modern Insect Control is fast, convenient, easy, economical and ABOVE ALL *THOROUGH!* The Enoz System can be adapted to any type of railroad car . . . diner, lounge, kitchen, Pullman, day coach or freight! Investigate the many advantages of the famous Enoz System of Modern Insect Control today! Write now for complete information.

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lines) was elected chairman of the executive committee, to which W. M. Sharp, superintendent dining car service of the Lehigh Valley, and Clyde Douglas, general superintendent dining car service of the Seaboard Air Line, were elected members. New York was selected as the site of the next convention. The date will be decided upon later by the president and the executive committee.

Kemp of Rio Grande Replaces Ray on Adjustment Board

J. E. Kemp, manager of labor relations of the Denver & Rio Grande Western, has accepted an appointment as a carrier member on the Third Division of the National Railroad Adjustment Board. On November 1, he succeeds R. F. Ray, who as assistant general manager has been on leave from the Rio Grande since 1939, while serving on the Adjustment Board. Mr. Ray is retiring after a railroad career of 50 years.

Mr. Kemp is a native of Dresden, Mo., and entered railroad service in 1905 as a telegraph operator with the Missouri-Kansas-Texas. He subsequently worked for a brief period with the Missouri Pacific, joining the Rio Grande in 1906. His service included positions of operator, clerk and dispatcher at various points on the system until 1918, when he entered military service. He returned to the Rio Grande as a dispatcher at Pueblo, Colo., and was promoted to trainmaster there in 1927. Mr. Kemp's next post was that of assistant superintendent at Grand Junction, Colo., and in 1938 he was further advanced to superintendent. He became assistant general manager at Denver in 1939, advancing to manager of labor relations in 1947.

I.C.C. Lists Receiverships And Trusteeships

Forty-eight railroads, including 16 Class I carriers and 32 others, were in receivership or trusteeship as of June 30, according to a recent compilation of the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. Their total operated mileage was 13,736.

As of December 31, 1948, 46 roads, including 15 Class I carriers and 31 others, were in receivership or trusteeship, their total operated mileage being 13,283. This was 5.59 per cent of all operated steam mileage, as compared with 9.55 per cent as of December 31, 1947, and 14.38 per cent as of December 31, 1946.

The report notes that the Huntingdon & Broad Top Mountain and the Long Island were placed in trusteeship during the first half of this year.

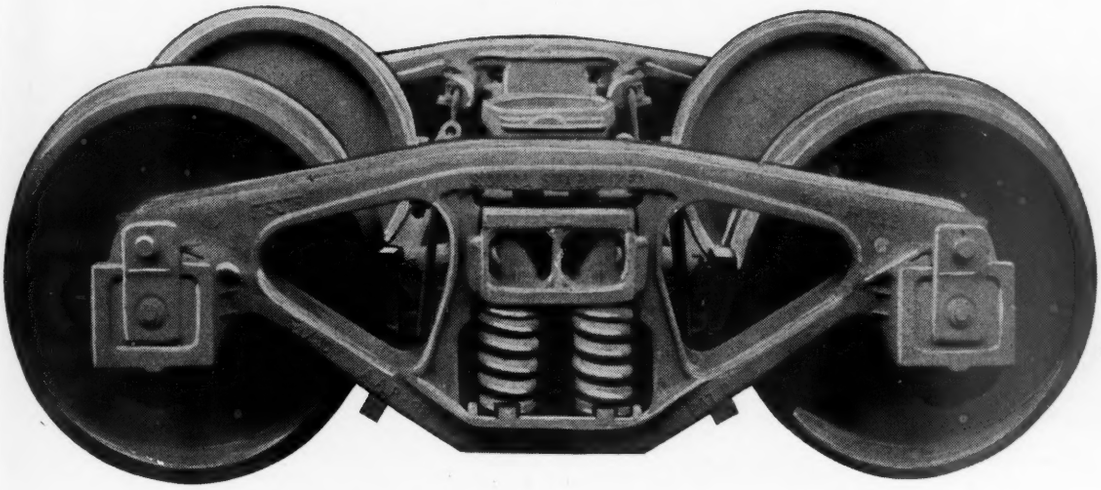
Florida-New York Steamship Service to be Resumed

The Refrigerated Steamship Line, Inc., Boston, Mass., will resume service between New York and Jacksonville, Fla., and Fort Pierce, on November 8, using 5,000-ton vessels. The venture will be the second since World War II in re-

News Department continued on next left-hand page

TEA CUPS or CAPACITY LOADS

Equally Well Protected!



BARBER Variable Friction STABILIZED TRUCKS

Better protection for light loads is a special advantage of *Barber Variable Friction* Stabilized Trucks.

No heavy shocks reach *any* lading, but the delicate Haviland China which loads a car to only a fraction of its capacity, needs and gets the best possible protection from the same trucks which *must* carry the maximum tonnage of castings.

The protective action of Barber Stabilized Trucks lasts for years with little, if any, maintenance expense.

Over 210,000 car sets of
Barber Stabilized Trucks *have been ordered.*

This is Barber's simple Variable Friction feature

1 Special Alloy-Iron friction casting having 35 square inches of friction-bearing surface.
2 Spring-steel wear plate securely bolted or welded to the column.
3 Friction-casting-supporting side-spring having a minimum 3/4" initial compression.

3456

STANDARD CAR TRUCK COMPANY
332 SOUTH MICHIGAN AVENUE, CHICAGO, ILLINOIS

on the advanced a.c.f.—Talgo Train

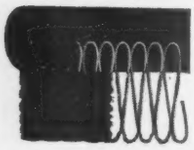
INNER-SEAL'S exclusive construction—a live sponge rubber bead molded onto a flexible flange woven of spring steel wire and tough cotton thread all coated with neoprene—provides features that make it the choice for weatherstripping doors on the new a.c.f.—Talgo train.

INNER-SEAL is unusually flexible. It can be fitted precisely around the compound curves of the Talgo's door frames to provide an airtight seal. Inner-seal positively excludes dust and dampness, prevents airleaks that might overtax the air-conditioning system.

INNER-SEAL is resilient and tough. The live sponge rubber bead bounces back to original shape in spite of prolonged rough treatment.

INNER-SEAL is longer-lived than ordinary weatherstrips. The neoprene coating protects against the ravages of grease, oil, sunlight and abrasion.

INNER-SEAL "Live Rubber" Weatherstripping is used by leading railroads and railroad equipment manufacturers for sealing doors and windows on locomotives, passenger cars, cabooses, and refrigerator cars. Write for samples and complete details.



Tough spring steel wire molded for life into live sponge rubber coated for this application with neoprene that resists sun, oil, and extreme temperature variations.

Bridgeport
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establishing the pre-war fruit-carrying service. An attempted revival in 1947 was abandoned because slower ships and low rates made it impossible to operate the route without loss. An upward revision in rail and ship rates is now believed to have made its revival practicable.

The vessels have berths for 12 passengers, and also will specialize in carrying uncrated automobiles. Passenger rates will be $75 a person in double rooms and $90 in single. The vessels will make the run from New York to Fort Pierce in 58 hrs., with departures scheduled for Mondays and Wednesdays from New York. They will carry up to 100 carloads of fruit and vegetables at rates of 75 cents a box from Jacksonville and 87 cents from Fort Pierce.

Honor Oldest Commuters

Seventy, or even 60, years of consecutive commuting on one railroad deserve special attention, in the opinions of the Central of New Jersey and the Delaware, Lackawanna & Western. And so, on September 23 and September 30, respectively, the two roads paid special honor to their oldest commuters — A. Clinton Wilmerding, 90, of Plainfield, N. J., who has used the C. N. J. for 70 years, and Henry B. Twombly, 87, of Summit, N. J., who has patronized the Lackawanna for 60. Mr. Wilmerding made his 90th birthday trip to and from New York in a Jersey Central business car; while Mr. Twombly, accompanied by his commuter son and grandsons, was the guest of railroad and city officials in special ceremonies.

Railroads and Box Makers Join in Damage Program

To obtain first-hand data covering carload freight shipments of goods packed in corrugated and solid fiber boxes, the railroads and the Fiber Box Association have jointly created three inspection teams in various parts of the nation to study and report on the condition of shipments upon arrival at destinations. In instances where damage has occurred, the teams will ascertain whether it is due to inadequate packing, poor loading, rough handling, or other causes.

Fair Play for Railroads Aim of Car Builders' Ads

The railway car building industry has embarked upon a major campaign to enlist public support for "fair play" for the railroads in the development of a transportation policy that will best serve the nation.

S. M. Felton, president of the American Railway Car Institute, has announced that in its initial stages advertising and other means for informing the public will be used to encourage a policy, both by the states and nationally, "which will recognize that equal treatment under the law is an essential of our competitive economy."

"Practically every form of transportation, except the railroads, is subsi-

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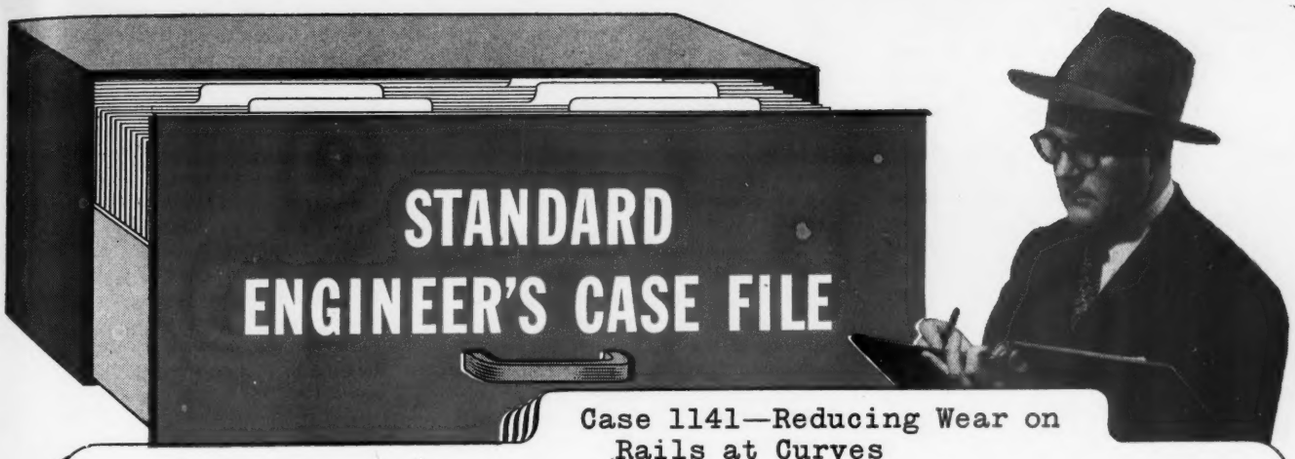
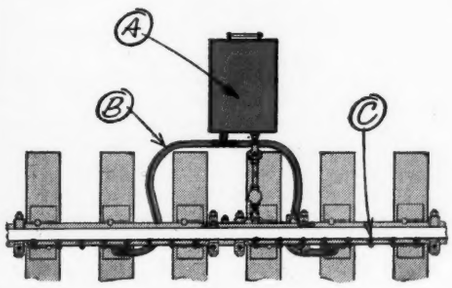


Case 1141—Reducing Wear on Rails at Curves



AUTOMATIC RAIL AND FLANGE LUBRICATOR

Car and engine wheels carried Calol Rail and Flange Lubricant and lubricated rails for a distance of more than two miles from an automatic lubricator. Calol Rail and Flange Lubricant is made from a highly water-resistant base and special lubricating graphite.

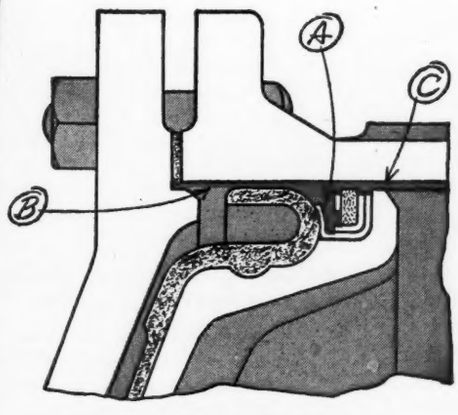
A. Very stable in use and storage — will not separate in any climate along U.S. railroads . . . will not wash off rails or flanges.

B. Pumps freely from lubricator — suitable for use in temperatures from below zero F. to over 160 degrees above.

C. Forms and retains "button" formation on wiping bar.

Calol Rail and Flange Lubricant has a "short" non-stringy texture. This keeps it on flanges and the sides of rails and minimizes the usual tendency of grease to pull over the tops of rails.

Case 1157—Maintaining Good Air-Brake Lubrication



SECTION OF BRAKE CYLINDER AND PISTON LUBRICATOR

Equaling or exceeding all specifications of the A.A.R., Calol Brake Cylinder Lubricant provided good lubrication in both freight and passenger brake cylinders for periods exceeding the usual three years. Recommended for the older K-type brake as well as the AB freight brake and HSC passenger brake.

A. Resists deterioration or separation — small quantity maintains complete coverage of cylinder . . . keeps lubricator swab saturated and pliable.

B. Minimizes swelling or deterioration of packing cup and helps to form tight seal.

C. Provides tough lubrication film that will not ball or roll from cylinder walls.

Calol Brake Cylinder Lubricant contains more than 82% highly refined and specially selected mineral oil, and complies with A.A.R. Specifications M-914-42.

For additional information and the name of your nearest Distributor, write

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dized by public funds," Mr. Felton said. The railroads are being asked to operate in a highly competitive field, bearing their own costs and paying high taxes, while other carriers are in part supported by tax money. "For instance, the railroads build and maintain their own roadway and track, their own stations, bridges and tunnels. All other competing forms of transportation pay only part of the cost for the facilities they use such as airports, highways and waterways."

The institute program, Mr. Felton said, will seek to point out such inequities and urge "a new transportation policy which will provide fair play for all under the private enterprise system."

More Fish Trucking Freed From Full Regulation

The Interstate Commerce Commission has issued a decision which will have the effect of making for-hire trucking of fish freer from full regulation than it has been under previously effective commission determinations. The decision was embodied in a report on reconsideration in No. MC-89207, Monark Egg Corporation Contract Carrier Application.

The case involved the interpretation of the Interstate Commerce Act's section 203(b)(6) which provides that "motor vehicles used in carrying property consisting of ordinary livestock, fish (including shell fish), or agricultural commodities (not including manufactured products thereof), if such motor vehicles are not used in carrying any other property, or passengers, for compensation," shall be exempt from regulation except that relating to qualifications and maximum hours of service of employees and safety of operation or standards of equipment.

The commission's report did not deal with Monark's trucking operations, the proceeding having been reopened "solely" for the purpose of reconsidering that finding of the prior report by the commission's Division 5 which held that "only fish and shell fish dead or alive, as taken from the water, are within the purview of the term 'fish (including shell fish)' as used in section 203(b)(6)." The commission's more liberal finding, as set forth in the present report, held that "the term 'fish (including shell fish)' . . . includes frozen, quick frozen, and unfrozen fish in the various forms in which it is shipped, such as live fish, fish in the round, beheaded and gutted fish, filleted fish, beheaded shrimp, and oysters, clams, crabs, and lobsters, with or without shells, including crab meat and lobster meat, but excluding fish in hermetically sealed containers or fish which has been otherwise treated for preserving such as smoked, salted, pickled, spiced, corned, or kippered."

The commission considered that this new determination was required by a court decision adverse to an undertaking it made to restrain a trucker, which had no certificate or permit and thus relied on the exemption proviso, from transporting fresh headless shrimp, packed in ice, and frozen headless shrimp. The decision was by the United States District Court at New Orleans, La., in *Interstate Commerce Commission v. Love*, 77 F. Supp.; and it was affirmed by the United States Court of Appeals (172 F. 2nd 224). "We decided not to seek review by the United States Supreme Court," the commission's report said.

Intervening railroads wanted the commission to confine the broadening of the exemption to beheaded shrimp. As to that the report said that "a distinction cannot be made between fresh and frozen headless shrimp and other species of fresh and frozen fish which, like shrimp, are never transported to the market in the form in which they are taken from the water."

The report was accompanied by a brief dissenting opinion by Commissioner Rogers with whom Commissioner Patterson agreed. The majority, Mr. Rogers said, "has in my opinion gone beyond the intent of Congress." The legislative history of the section indicated to him that Congress "intended only to relieve the farmer and the fisherman from the rigors of regulation for the movement of their products from the farm or the dock to the point at which the product first enters the ordinary channels of commerce."

The commission now has before it a proposed report wherein Examiner C. Evans Brooks has recommended a liberalized interpretation of the exemption provisions as they apply to the trucking of agricultural products (see *Railway Age* of August 6, page 59).

Alabama Express Rates

The Interstate Commerce Commission has postponed from October 17 until November 14 the hearing in its Docket 30340 investigation of Alabama intrastate express rates. The hearing will be held at the Alabama Public Service Commission at Montgomery, Ala., before Examiner Burton Fuller (see *Railway Age* of October 1, page 68).

Hearing in Eastern L.C.L. Case Now Set for Dec. 13

Another change, to December 13, has been made by the Interstate Commerce Commission in the date for further hearing in the reopened proceeding wherein eastern railroads are proposing increases in their rates on l.c.l. and any-quantity traffic. The hearing will be held at Washington, D. C., before Examiner M. J. Walsh.

The present reassignment is the third for this hearing which was originally scheduled for September 21 and subsequently changed to October 25 and October 18, in turn. The notice fixing the December 13 date also fixed November 15 as the date by which protestants' evidence must be submitted. The proceeding is No. 29770. (See *Railway Age* of July 23, page 49.)

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